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Railnews

KODACHROME ALYN SPECHT

"TRANS AMS" are what the crews are calling the sporty black ex-P&LE SW1500s (500-502) acquired by N.J. Transit. The 500 was at Kearny, N.J., on December 18, 1988. See page 28.

KODACHROME RICHARD K. KUNDERT

IOWA TRACTION Baldwin-Westinghouse 50-ton freight motor No.50 is the first to be painted for the Iowa Terminal's new owners. It was at IT's Emory shops near Mason City, Iowa, on December 20, 1988. See page 30.

SEABOARD AIR LINE heritage is remembered on this former-Amtrak RS3 133 (ex-PC 5518, nee-NYC 8277), now numbered 1633 and owned by the Florida Gulf Coast Railroad Museum in Tampa, Florida. The vintage Alco was acquired in 1985, and the finishing touches were being applied (below) on December 17, 1988. See page 30 for details.

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From the Publisher's desk: The O&W

It doesn't seem possible that the New York, Ontario & Western Railway has been gone for 32 years. The NRHS Ontario & Western Chapter is still going like gangbusters, and new scale models keep showing up with increasing frequency. One original switcher, NW2 116 was purchased from Conrail for the New York, Susquehanna & Western and has been restored to its original colors, albeit lettered NY&SW. Most of today's fans never saw the line when it was running.

But run it did. I remember seeing summer excursion trains cutting across the New Jersey Meadows afar during the summer war years, the venerable Camelbacks straining with a load of wooden coaches full of vacationers bound for the Catskill resort country. After the war my folks had moved to Teaneck along the West Shore, providing a chance to photograph both the New York Central and the occasional O&W trains which would pass through during their steam to diesel transition. Only once did I see a doubleheaded freight with a small 300 series 2-8-0 leading a much larger 450 series 4-8-2. Obviously it would have been the greatest photo I ever shot with my Medalist except for the jamming of the Supermatic shutter creating a superb double exposure with a West Shore commuter train.

The first trip was on a 1946 Railroad Enthusiasts fantrip, the RRE always having an understandably good relationship with the NYO&W. The trip went from Weehawken to Walton on a hot summer's day, and the engine was the formerly-streamlined 4-8-2 405. A few months later, Tom Gilbert and I would take a Susquehanna ACF railcar to Paterson and an Erie local to Middletown to photograph the lineup of O&W steam power awaiting disposition: Camelbacks of varying types, Bull Moose 2-10-2s, several 2-8-0s and others. Consolidation 312 had already been hacked apart. There would be other trips after the steam was gone to photograph the NW2 switchers, FTs and F3s.

Middletown was still an active hub, although nothing like it had been during the steam days. An F3A handled the regular daily passenger run to Weehawken. Leaving in the afternoon, it would lay over and take the morning westbound (mostly northbound, really) to Roscoe, turn on the wye, and head back to Middletown where another engine and crew would repeat the process. On the day of my trip there was the usual NYO&W RPO and observation car plus three NYC 800 series coaches. At other times the NYO&W used coaches from the Jersey Central, Florida East Coast and other roads. During the off-season winter months, the daily trains would need only the RPO and observation plus the heater car for the F3A or the FTA/B which was also occasionally pressed into service. Heater car HT-1 was built from an old steam locomotive tender.

Many of the old Middletown terminal buildings still stand and are worth a look if you're passing through. There's one spur track past the big old depot (see page 62 of our February '89 issue), and if you're lucky you might catch something moving.

For more on the NYO&W, pick up a copy of *The Final Years* by Krause & Crist (Carstens C62 $14.95) ready in its second printing about the time you read this. It's available at hobby shops, railroad museum book stores or direct from the publisher.

TRAIN MPA

RAILFAN & RAILROAD

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Cover

With diesels tucked in behind carrying the image of the Southern Pacific and new corporate owner Denver & Rio Grande Western, *Daylight* 4-8-4 4449 rolls southward out of Eugene, Oregon, bound for the Siskiyou Line with SP's "Adopt-A-Branch" shipper's service special on a crisp and clear Thursday, December 15, 1988. See our all-color "Photo Line Special" on pages 58-59 for more. Kodachrome: David Goodheart.

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Fanmail

Stealth locomotives

I woke up in a cold sweat the other night. I dreamed that the rainbow of units now operating on CSX had all been painted solid gray primer. All of my colorful Chessie units were zapped of life. I saw hundreds of sullen black coal hoppers being pulled by ghosts through the New River Gorge. Whew, that was scary. I had to get out of bed and turn the lights on, glad it was only a nightmare.

Say what! You mean CSX really is turning out gray ghosts? Are they camouflaging them for heavy fog or what? I can't imagine a more effective way of saying "We have no company pride." I think I'll pack my bags and move out West.

Wait a minute, I already did move out West. Well, there goes any plans I might have had to move back to Ohio. I don't know if I would want to stand under the shadow of Mount Logan in Chillicothe and watch a pack of primer-donnas (forgive the pun) lead a northbound manifest through the S-curve. I want my Chessie units back.

I guess the gist of this letter is: Why solid gray? Solid red with white lettering would be just as cheap, and not nearly as invisible.

JEFFREY T. DOTY
Carswell AFB, Texas

There are many who are wondering how a corporation like CSX, with its concern for safety and outstanding support for Operation Lifesaver, could paint its entire locomotive fleet in the same shade of gray that our military forces use to disguise their aircraft and warships to make them difficult to see. Some lawyer is going to have a field day with the first foggy-morning grade crossing accident. I only hope that blood is not the first bright and visible color to show up on the nose of a CSX "stealth" locomotive—J.B.

Conway correction

I would like to make a correction regarding the information I submitted on pages 46 and 47 of the January '89 issue pertaining to the Conway Scenic Railroad's 44-tonner.

The engine was originally Maine Central 15 not Boston & Maine 115. For Railfan Day only she was disguised as B&M 115 (pictured on page 47). The locomotive's original Maine Central paint scheme was very similar to that of Boston & Maine. The Maine Central's 44-tonner 15 had black trucks, and under the cab "Maine Central" was spelled out following the inside radius of a circle, including a pine tree in the center.

My apologies to the magazine and the readers who caught this mistake.

LES MacDONALD
Conway, N.H.

A vested interest

I have noticed that your CAMERA BAG column has never discussed the photographer's vest as a substitute for the camera bag on a railfan trip. I find them very handy. Mine is a Tamrac, but I know that L.L. Bean from Maine also lists one in their catalog.

KENNETH MORTIMER
Valparaiso, Ind.

819 photography

I just want to give credit where credit is due. The color cover shot of the February '89 issue by Peter Smykla is one of the very best covers, if not the best, to ever grace your publication. Cotton Belt 819 never looked better. Your readers can thank Peter for his excellent photographic accomplishment.

ALTON LANIER
Memphis, Tenn.

Ridin' on the Cotton Belt

I read with great interest your "Ridin' on the Cotton Belt" in the February '89 MARKERS and was reminded of what I missed because of a confused calendar last November.

But, I was even more impressed with your "Remembering the Cotton Belt." You are quite right; Cotton Belters perceived, rightly I think, that there was something special about their company. "Friendly and proud bunch." Amen, good for you.

DONALD L. HOFSOMMER
Sioux Falls, S.D.

The Swiss Railways Society

I have recently been appointed to the position of U.S. co-ordinator for the Swiss Railways Society. The Society was formed in England toward the end of 1980 for the purpose of bringing together those interested in Swiss railroads, both prototype and model. It is recognized by the Swiss National Tourist Office in London and by many of the rail-

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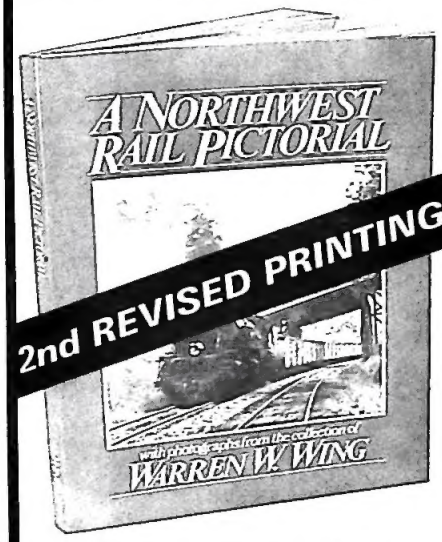

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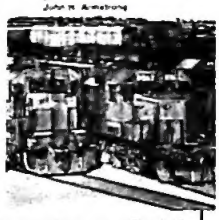

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way companies in Switzerland. Although the majority of the members live in the United Kingdom, the Society has members in other European countries, in the United States and Canada, and in Australia.

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GARY M. HARTMAN
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Yes, the Blue Bird

When I rode the Santa Fe about 40 years ago, (as a kid), I saw their only streamlined locomotive, 4-6-4 3460, and perhaps because I was so young, the crew on the *El Capitan* was willing to talk to me in an avuncular fashion, in a teaching climate. They referred to the Baldwin Hudson as the "Blue Bird" and added that its drivers were the tallest on the railroad and that the locomotive was streamlined for the *Chief* (but that train had been dieselized for some time).

The early magazines of the late 1940s and '50s which carried notations of this locomotive also called it the Blue Bird. Some time during the mid-1950s, in print its name was changed. I always have notated any books or articles since with the correct nomenclature, Blue Bird. Until Mr. Perry's letter appeared in the January '89 R&R, I was almost beginning to have doubts as to which was correct, but remained steadfast.

In the early 1950s, Westinghouse built a gas-turbine, diesel-bodied demonstrator, which barnstormed the country. It was named (or nicknamed) the "Blue Goose." Enter that name for the 4-6-4.

I thank Mr. Perry and R&R for clearing up this discrepancy.

A. SHERRY
Riverdale, N.Y.

Red Rocket PCCs

I was going over the February '89 issue and enjoyed the blurb about the 50th anniversary of the "Red Rocket" PCC car in Toronto. It was my pleasure to be in Toronto last summer and visit the Ontario Electric Railway Historical Association's Halton County Radial Railway in Milton, Ontario. The members, under the able leadership of Bob Johns, were putting the finishing touches on their ex-Toronto Transit Commission PCC No.4000 prior to shipping it back to the downtown rails of the TTC to play its part in the celebration.

Besides that car, I know that OERHA also has a pair of other PCCs from the States. If it weren't for the efforts of this group, and the cooperation of the TTC, I fear that there wouldn't be quite as many of the cars from Ontario and western Quebec to appreciate. Almost all of the equipment is stored indoors, and they have a nice restoration program on-going.

The museum, besides providing a nice ride through rural Halton, serves as a regular filming site for advertisements, TV and motion pictures. For instance, parts of "Ann of Green Gables" was filmed at the museum. The museum also plays an active role in the region as a tourist destination. At least one of their vintage buses was pressed into service at an American Public Transit Association convention in Toronto two years ago. It was far and away the most popular bus of the convoy.

I am not a member of the museum. I simply appreciate the work of a dedicated group of fans. Interestingly enough, they are beginning to ponder the second restoration (or re-restoration) of a London & Port Stanley combination car which had been previously restored some years ago in a most professional manner. It is used regularly, as the handicap accessible car.

Like their counterparts in the states, they continue to discover relics of the interurban and trolley past in all sorts of interesting places. If memory serves correctly, two of the more recent acquisitions had served in the recent past as a residence and a construction trailer. Both were stabilized and brought to the museum for future restoration.

GEORGE PAYNE
Linthicum Heights, Md.

On N&W steam

The February 1989 RAILNEWS stated that after the 1218 changed trains with the 611 in Chattanooga on September 24, 1988, it went to Birmingham. However, this was not the last run of the season for the 1218 as stated in your news item. On Friday, November 4, the 1218 pulled an excursion from Greenville,

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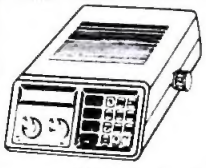

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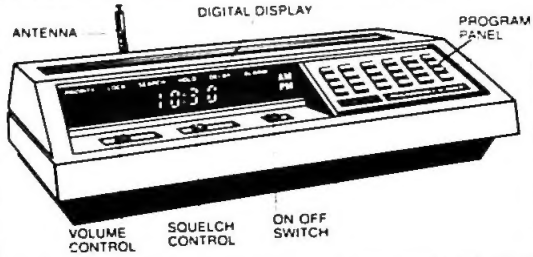

The Regency Z30 is a compact, programmable 30 channel, multi band, FM monitor receiver for use at home or on the road. It is double conversion, super heterodyne used to receive the narrow band FM communications in the amateur, public safety and business bands: 30-50, 144-174, and 440-512 MHz. Size 10¾"Wx2-7/8"Hx8-3/8"D.

Sophisticated microprocess-controlled circuitry eliminates the need for crystals, instead, the frequency for each channel is programmed through the numbered keyboard similar to the one used on a telephone. A "beep" acknowledges contact each time a key is touched. The Z30 scans approximately 15 channels per second.

Any combination of two to thirty channels can be scanned automatically, or the unit can be set on manual for continuous monitoring of any one channel. In addition, the search function locates unknown frequencies within a band.

Other features include scan delay, priority and a bright/dim switch to control the brightness of the 9-digit Vacuum-Fluorescent display. The Z30 can be operated on either 120 VAC or 12 VDC. Includes one year warranty from Regency Electronics (optional 3 yr extended warranty only $39.99, gives you a total of 4 yrs complete warranty or 2 yr extended warranty only $29.99, gives you a total of 3 yrs complete warranty.) Z-30 Service Manual $5.00.

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(plus $7.00 shipping each)

Digital programmable, 16 channel, AC/DC mobile/base, with raised button keyboard for easy programming of the following frequency ranges: 29-54mhz, 118-174mhz, 406-512mhz. Covering aircraft, marine, police, fire, weather, trains, public service, plus much more. Features include: digital display, priority, scan delay, weather button, channel lockout, search, scan speed, automatic squelch, memory backup, one year factory warranty, external speaker jack. . (Extended warranty 2 years extra $29.99, 3 years extra $39.99.)

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Digital Programmable 100 Channel Scanner

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BEARCAT BC-950XLT

Same features as BC-600XLT but also receives 800-954mhz

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REGENCY Z-60

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With the addition of aircraft 118-136mhz and FM broadcast 88-108mhz. Z-60 also receives a total of 50 channels.

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BEARCAT 70XLT

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(*) Add ($) per scanner, and $3.00* for all accessories ordered at same time. C.O.D. shipments will be charged an additional $3.50 per package. Full insurance is included in shipping charges. All orders are shipped by United Parcel Service. Shipping charges are for continental USA only. Outside of continental USA, ask for shipping charge per scanner.

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■ **1218 FREIGHT!** N&W Class 'A' 2-6-6-4 No. 1218 on her first break-in run. Birmingham, Ala. to Wilton with freight. Features the SCREEMIN' DEMON Whistle (it needed fixing). Opsisound Stereo! 55 min **$59.95**

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■ **1218 IN '88!** Passenger and freight runs, Front Royal, Charlottesville trips. Two days of the Independence Limited to Chicago! Our fifth 1218 video – at a lower price. Opsisound Stereo! 60 min ... **$39.95**

■ **819: THE RETURN OF A LEGEND!** Cotton Belt 4-8-4 #819 on main line to Fordyce, Ark. April '88! Run-bys, overhead shots, and in the cab action. Plus the ride on the Fordyce & Princeton! 50 min . **$44.95**

■ **PRR K-4 No. 1361!** Altoona's K-4 has a hard time on 'Tyrone Hill', slipping to a stall three times before finally making it! We caught it all! Also scenes of East Broad Top! Opsisound Stereo! 45 min ... **$49.95**

■ **2716's APPALACHIAN MOUNTAIN SPECTACULAR!** Ex-C&O 2-8-4 slips 39 times on the APPALACHIAN MOUNTAIN DIVISION Stalling on 'Billygoat Hill' and near Natural Tunnel! Lots of superb hard working run-bys. Action: trackside, on top of the engine, and in the cab with Master Mechanic Bill Purdie. 70 min **$58.75**

■ **611 SUPER TAPE!** The most action ever on one video of the mighty 611! Unbelievable cab and top of engine at speed scenes in 1981 before speed restrictions. REALLY FAST! Parts of 7 trips. 70 min **$58.95**

■ **750 CHATTANOOGA BOUND!** Ex-Savannah & Atlanta Light Pacific No. 750 on her 1983 break-in run. Bright sunshine makes pretty scenes. She breaks down losing two side rods and is towed to B'ham. 40 min **$49.95**

■ **RAILS TO RICHMOND!** 1983 NRHS Convention. 750 & 611 doubleheaded. Southern's green & white FP-7s, Alleghany Central's 4-6-2. 750 & 611 make separate trips trips from Richmond. A two-hour tape! 120 min **$65.00**

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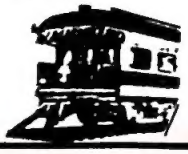

S.C., to Chattanooga, Tennessee. On Saturday, November 5, 1988, the 611 pulled into Chattanooga with an excursion from Atlanta, Georgia. That afternoon, the 1218 pulled the return trip to Atlanta, while the following morning the 611 returned to Greenville.

RICHARD TURNEY
Chattanooga, Tenn.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

SACRAMENTO, CALIFORNIA, April 1. "Railway Preservation in the 80s" symposium jointly sponsored by the Pacific Coast Chapter R&LHS and the California State Railroad Museum. Scheduled speakers included John H. White and William Withuhn of the Smithsonian, Fred Bartels of the Strasburg R.R., Mark Smith of *L&RP* Magazine and Timothy Truscott of the Albany Depot group. $125 includes all programs, continental breakfast, lunch, refreshments and reception. Limited Capacity. Contact: Symposium, 115 I Street, Sacramento, CA 95814; 916/447-9665.

WHEATON, MARYLAND, April 16. The National Capital Trolley Museum's Annual Trolley Car Spectacular commemorating the Museum's 20th year of operation. All available equipment will be either running or on display. Free admission, trolley rides are $1.50 for adults, kids under 18 $1. Multiple ride passes are available. Standard policy; ARM, NRHS and RRE members ride free with a membership card. Museum is normally open weekends year-round and Wednesdays in July and August. Contact: NCTM, P.O. Box 4007, Colesville Branch, Silver Spring, MD 20904-0007; 301/384-6088.

CUMBERLAND, MARYLAND, April 22-23. "Cumberland Steam & Diesel Weekend" hosted by the Chesapeake Division RRE. Saturday diesel special on South Branch Valley Railroad departs Green Spring, W.Va., and runs to Petersburg with numerous photo runbys. Return to Green Spring by bus. Saturday night photo session at Cumberland with Allegeny Central 4-6-2 1238. Sunday Allegeny Central steam trip on former-WM main line to Frostburg and return with numerous photo runbys. Rail fare for full weekend $60. For further details contact (SSAE, please): Chesapeake Div. RRE, P.O. Box 328, Laurel, MD 20760.

BRUCETON, TENNESSEE, April 22-23. The Kentucky & West Tennessee Railroad will host the Motorcar Collectors of America's 1989 National Convention. Featured will be an 89-mile round trip excursion for car owners from Bruceton to Murray, Ky., on former-NC&StL trackage. Contact: Mark Brown, Meet Coordinator, 622 Oak Street, Cottage Grove, WI 53527.

TACOMA, WASHINGTON, April 28-20. "Railcon '89" on the Tacoma Tideflats. Clinics, seminars, displays of railroad art

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and artifacts. Prototype equipment on display. Steam operations with both geared and rod locomotives. Doubleheaded steam excursion planned and a tour of Tacoma Tidoflats with vintage diesel power. Contact: Registrar—Railcon 89, 8010 South Park, Tacoma, WA 98408, 206/475-9245.

CHILLICOTHE, MISSOURI, April 29-October 31. "The Bedford Limited" excursion will run weekends only using former L&N GP7, ex-NYC 1929 coach and ex-B&O bay window caboose over the scenic Chillicothe, Sumnor & Triplett Railway. Board train at Chillicothe, Mo , for the 20-mile round trip on ex-Wabash trackage. Contact: CS&T Ry. Co., P.O. Box 33, Trenton, MO 816/359-3107 or 816/485-6246.

BLUEWATER MICHIGAN CHAPTER 1989 schedule. Several other trips may be run. For specific details and prices, contact (LSSAE please). Bluewater Michigan Chapter NRHS, 1989 Trips, P.O. Box 296, Royal Oak, MI 48068; 313/399-7963.

April 29-30, Pontiac, Mich., to Bellevue, Ohio, and return using N&W J 611. Intermediate passenger stops are planned.

May 6, Ann Arbor to Durand, Mich., and return with TSBY diesels.

May 29, Boblo steamboat excursion from Detroit to Port Huron, Mich., and return.

PERRIS, CALIFORNIA, April 29-30. Annual Rail Festival at the Orange Empire Railway Museum. Operating will be restored trolley cars including an Irish double-decker and a passenger train pulled by ex-Ventura County 2-6-2. Antique automobiles will also be on display, and parking is free. One day adult unlimited ride pass is $8, kids 6-11 $4, under 6 free. Contact: Orange Empire Railway Museum, 2201 South A Street, Perris, CA 92370; 714/730-0222.

TACOMA, WASHINGTON, April 30. 66-mile round trip doubleheaded steam excursion on Chehalis Western's ex-Milwaukee main line from Tacoma to Western Jct., Wash., and return including famous "Tacoma Hill," sponsored by the Mount Ranier Scenic Railroad. Photo runbys are planned, and lunch menu and dinning car service will be featured. Train departs Tacoma 10am, returns roughly 5pm. Coach fare $40, first class $55. Advance reservations required. Contact: MRSRR, P.O. Box 921, Elbe, WA 98330; 206/569-2588 M-W-F between 9am and noon.

SCRANTON, PENNSYLVANIA, May 7. Steamtown National Historic Site operation will officially begin with a shuttle railbus from the Hilton at Lackawanna Station to the DL&W rail yard for walking tours. A steam locomotive cab and live "pump" handcar will be available for the tours. Steam excursions will begin on May 27 between the Hilton at Lackawanna Station in Scranton 12 miles to Moscow, Pa., and return using either CPR 4-6-2 2317 or CNR 2-8-2 3254. Trains operate daily through September 4 and weekends through October 29. Fares $5 for the 2-hour run. Contact: Superintendent, Steamtown NHS, P.O. Box 1280, Scranton, PA 18501-1280; 717/961-2033.

NORTH VANCOUVER, BRITISH COLUMBIA, May 12-18. 7-day doubleheaded steam excursion from North Vancouver to Lillooet, Williams Lake, Prince George and return over BC Rail using Royal Hudson 2860 and CPR 2-8-0 3716. Locomotive arrangement will be changed at various times, and tour busses will follow the train so passengers can get photos. Price not yet firm but will include all transportation, meals and lodging. Optional tour of local industries and Railway Museum available at Prince George during layover. Contact: Addison Travel Marketing, Suite 102-1260 Hornby Street, Vancouver, B.C., Canada V6Z 1W2; toll free in U.S. 800/663-9157, or in Canada call collect 604/681-8377.

CASS, WEST VIRGINIA, May 19-21. Cass Railfan Weekend Spectacular with geared loco action on Bald Knob Mountain. Lots of photo runbys; Saturday night session for stills and video. Weekend ticket: $45. Contact: Cass Railfan Weekend 1988, P.O. Box 107, Cass, WV 24927. Phone days 800/CALLWVA (ask for Cass) or nights 304/456-4362.

WHITE PASS & YUKON in 1989 will operate railroad excursions from Skagway, Alaska, to Fraser, B.C., with connecting bus service to Whitehorse, Y.T., and to Bennett, B.C. Trains operate daily May 23-September 22. Contact: The White Pass & Yukon Route, P.O. Box 435, Skagway, AK 99840; 800/343-7373 or 907/983-2217.

"Summit Excursion," Skagway to White Pass, Alaska., and return. Departs Skagway at 9am and 1:30pm returning and 11:45am and 4:10pm respectively. Fare $67 round trip, kids 12 and under $33.50.

"Through Service" leaves Whitehorse at 8:30am (Yukon time) and arrives Skagway 11:59pm (Alaska time); departs Skagway at 1pm and returns to Whitehorse 6:30pm. Trains operate Skagway to Fraser where connecting bus service is offered to Whitehorse. Fare $89 each way, kids 12 and under $44.50.

"Chilkoot Trail Service" operates mid-June through mid-September with trains between Skagway and Fraser with connecting bus service to Bennett on Lake Bennett, B.C. Fare $67 each way, bus only is $22 each way.

RAIL AND SAIL TO ALASKA Circle America Tours is offering 18 rail-inclusive 12 or 13-day tours from May through September to Alaska. Trips include round trip Amtrak travel to Seattle, Wash.; round trip motorcoach to downtown Vancouver, B.C.; and a 7-day luxury cruise through the Inside Passage aboard Costa Cruises to Juneau and Skagway, Alaska, (meet the WP&Y) and beyond. Prices start at $1968 but vary depending on city of departure. Tickets and information are available only through travel agents and Amtrak Reservation Tour Desks; 800/USA-RAIL toll free.

CHICAGO, ILLINOIS, May 27. Excursion from Chicago (C&NW Station) to Illinois Railway Museum with commuter equipment over C&NW trackage to Crystal Lake, Ill., and charter bus beyond. Fare $30. Contact (SASE please): The Railroad Club of Chicago, P.O. Box 8292, Chicago, IL 60680; 312/251-2262.

1989 NRHS CONVENTION will be held July 18-23 in Asheville, North Carolina. Featured will be N&W 2-6-6-4 1218 and 4-8-4 611. Contact: Asheville Chapter NRHS, P.O. Box 153, Asheville, NC 28802.

INTERNATIONAL TOURS

TRAINS UNLIMITED TOURS and the Travel Experience, Inc., 1430 Myers Street, Suite H, Oroville, CA 95965; 916/534-8555, is organizing the following tours conducted by noted railfan Chris Skow. Contact them for specific information.

China, March 15-April 4. Mecca for steam.

Columbia and Ecuador, June 4-21. Steam in the Andes.

RAIL STUDY TOURS INTERNATIONAL, Suite 102, 1401 Wilson Blvd., Arlington, VA 22209 (703/998-2362), is offering the following tours:

Chinese Steam in the Forest, March 21-April 6. Main line action and narrow gauge logging steam in Manchuria; steam in the snow. $2525 from West Coast.

South China Railways, April 16-May 4. Yunnan, Guanxi Zhuang, Hainan Island and Hong Kong, including areas previouslyu closed to foreigners. Meter gauge Yunnan Railway and 2-foot gauge Baldwin 0-10-0s. $2775 from West Coast.

China Railways in Transition, June 20-July 13. Three weeks of total rail action including steam, diesel and electric plus industrials, narrow gauge and streetcars. $2975 from West Coast.

Ecuador, Argentina and Paraguay, October 7-21. Visit and chase regular service steam by rental car. Approximately $2400 from Miami.

Indian Railways, November 11-December 3. Steam and general action on three gauges and in many places not on normal tours. $3200 from New York.

GREAT RAILWAY JOURNEYS of Trackpacker T-Rail Tours offers the following guided tours. Prices are US funds and include air, rail, hotel, sleepers and all "dinners in the diner." For more details, contact: GTRY Journeys, 15940 N.E. 19 Ct., Suite #4, Miami, FL 33162; 305/940-TRIP, collect.

Canada, April 1-16. Over 5000 miles by dome across five time zones from Nova Scotia to British Columbia. Also ride RDC trains and three suburban electric systems. $1977.

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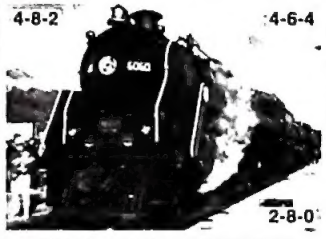

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Other Videos: Wabash Cannon Ball (NKP 765), 1218 Inaugural Trips, 6060, 2102, 611, 2860, 3716, 1201, Steamtown, Steamexpo (1 hrea , $2995 ea.) Free Catalogue with reviews, viewer comments.

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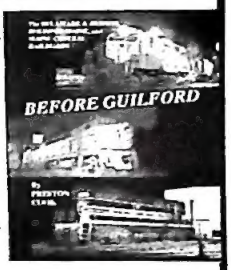

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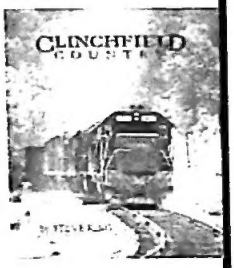

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- ☐ **"Steam In the 50's"** - 16mm color of 11 steam railroads, 41 min. $54.95
- ☐ **"Diesels '86 The Video"** - So., East, Midwest - 9 railroads, 35 min. $34.95
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CHARLES G. GALLUS, P.O. Box 1036, Doylestown, PA 18901; 215/847-8749, Toy Train and Collectables Show & Sale 1989 season:
Penndale, Pennsylvania, March 4, April 1 and May 6. Firehouse Hall, 8am-1pm, admission $2.
Phillipsburg, New Jersey, March 11. Commodore Inn, 9am-2pm, admission $3.
New Hope, Pennsylvania, March 25, April 29 and May 27. Eagle Hall, 8am-2pm, Admission $3.

GREAT AMERICAN TRAIN SHOW. All shows are 1-7pm on Saturday, 11am-5pm on Sunday and feature operating layouts. Admission is $4, kids under 12 are free. Contact: GATS Limited, 312/834-0652.
Dayton, Ohio, March 4-5, Dayton Convention Center.
Des Moines, Iowa, March 18-19, Veterans Memorial Auditorium.

TOY TRAIN COLLECTORS SOCIETY 1989 season. All shows 11am-4pm:
Rochester, New York, March 5, Downtown Riverside Convention Center. Contact: Jack McDonald, 67 Barons Road, Rochester, NY 14617; 716/342-6489.
Liverpool, New York, April 2, Sheraton Inn Liverpool. Contact: Charles Brown, 99 Linhaven Drive, North Syracuse, NY 13212; 315/452-0349.
Dansville, New York, May 7, Dansville Elementary School. Contact: Guy B. Bennett, R.D.#1, Wayland, NY 14572; 716/728-5952.

FORT WAYNE, INDIANA, March 11. Train & Collectable Toy Show at The Lantern, 4420 Ardmore, 11am-4pm. Adults $1.50, kids under 12 free. Contact: Royce Hutchison, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

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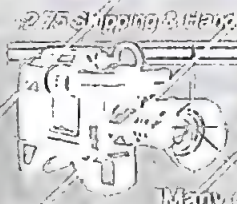

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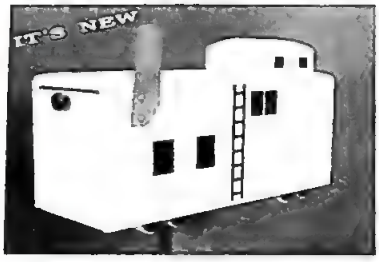

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What's New?

First published in 1978 and now available for the first time as a softcover, *McCulloch's Wonder—The Story of the Kettle Valley Railway*, covers the history of what author Barrie Sanford considers perhaps the most expensive and difficult piece of mountain railroad ever built. Two black & white photo sections and a well-written text explain why: tall, spindly, curving steel trestles carrying Canadian Pacific F-M C-Liners and H16s across steep rock cliffs; five rock bore tunnels in a row on one stretch of tangent track; a mile-long segment built at a cost exceeding $300,000 (at the Turn of the Century); a 2.2% climb from near sea level at Hope, British Columbia, to 3646-foot Coquihalla Summit. The Kettle Valley Railway split off from the CPR and CNR main lines at Hope and meandered east through Princeton and Penticton to reach Midway, B.C., tapping rich timber and mining country that the larger railroads avoided because of the difficult terrain involved. In 1931, the CPR took control of the Kettle Valley line, and, due largely to washouts and landslides, abandoned it piece by piece during the 1960s and '70s. This 260-page, 6″×9″ perfect-bound softcover contains a wealth of information (maps, footnotes, etc.) on one of Canada's lost railroads and is a real bargain at $12.95 from Whitecap Books Limited, 1086 West 3rd St., North Vancouver, BC V7P 3J6.

PTJ Books and Interurban Press have released a reprint of Jim Scribbins' *The 400 Story*, originally published in 1982. This beautifully done 232-page 11″×8½″ album format hardcover is illustrated with more than 400 photos, most in black & white, plus five pages of color, and a color dust jacket. It covers in great depth the history of C&NW's *400*, which was inaugurated in 1935 as a Chicago-St. Paul "corridor" train (covering the 400 miles in 400 minutes) to compete with parallel passenger service on the Milwaukee Road and CB&Q. What was remarkable was that the *400* was at first a heavyweight train led by 4-6-2s whereas the competition ran with lightweight steam or diesel streamliners. E3 diesels and Pullman-Standard streamlined cars were introduced in 1939, giving the C&NW one classy consist for its *400*. The expanding family of *400s* is chronicled in separate chapters, including the *Peninsula 400*, which ran north from Chicago to Ishpeming, Michigan; the *Kate Shelley 400*, which ran west from Chicago to Boone, Iowa, and others. With terrific photos and route maps, it is great to have this fine book back in print at $39.95, plus $2.00 shipping (Calif. res. add 6% sales tax) from Interurban Press, P.O. Box 6444, Glendale, CA 91205.

Continuing his tradition of quality black & white picture books, Robert P. Olmsted has just released *Santa Fe Trails-2*, which covers contemporary railroading on AT&SF's Chicago-Amarillo main line. A few vintage photos are included, such as A-B-B FTs and 4-8-4 2927 at Ottowa, Kansas, in the early 1950s, but overall this is a collection of action views showing modern diesels in Santa Fe warbonnet colors, as well as in the ill-fated SPSF merger scheme. Olmsted's sometimes predictable use of a telephoto lens works well in the desert-like hills of Oklahoma, while nicely-composed closeups focus on locomotive and station details in Kansas, Missouri and Illinois. The 120-page hardcover combines good black & white reproduction and informative captions in an enjoyable pictorial format. *Santa Fe Trails-2* sells for $30.00 from R.P. Olmsted, 8280 Janes Ave., #44A-1700, Woodridge, IL 60517.

Journal of a Santa Fe Wire Twister by William Oliver Gibson is a 136-page 8″×10½″ softcover that, as the author explains, draws on "more than a hundred years of cumulative experience to create a unique picture of the Santa Fe Railway and life along the right of way." Gibson, the third generation in his family to work on the Santa Fe, hired on in 1929 as an electrician-helper, or "wire twister," for the telegraph department. The book's 13 chapters contain lively anecdotes about all aspects of Santa Fe railroading, combining steam and diesel locomotive rides, speeder car derailments, blizzards and much

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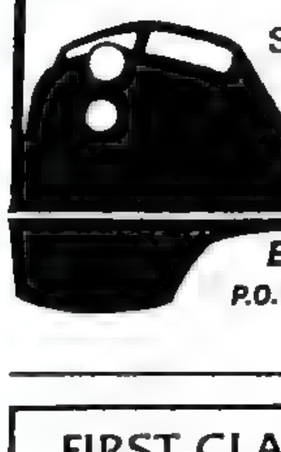

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The Central Electric Railfans' Association is commemorating its half-century with its newest publication, a 144-page all-color photo book titled *A Rainbow of Traction*. It covers interurban, rapid transit and heavy main line electric railroading throughout North America from the 1930s to the mid-1960s, complete with brief essays on electric traction technology. This is CERA's 126th publication; their previous releases include *Route of the Electroliners, Fort Wayne and Wabash Valley Trolleys*, and others. *A Rainbow of Traction* is available in a hardbound edition for $45.00, or as a softcover for $28.00 (both postpaid; Illinois res. add 8% tax) from Central Electric Railfans' Association, P.O. Box 503, Chicago, IL 60690.

Collectors of railroad dining car flatware should be interested in D&M Publishing's new 190-page 8½"×11" hardbound titled *Silver at Your Service*, by Arthur Dominy and Rudolph Morgenfruh. It contains photographs of more than 200 flatware patterns (shown in actual size) that have been used by U.S. and Canadian railroads, as well as photos showing several foreign designs and souvenir railroad theme spoons. Listed are more than 600 different railroad markings, and there are suggestions on evaluating and displaying collected flatware. Printed as a companion to the previously-published *Dining on Railroads* and *Silver Banquet*, *Silver at Your Service* sells for $32.50, plus $2.50 shipping, from either of D&M Publishing's two outlets: 2060 Balboa Avenue, Del Mar, CA 92014 (Cal. res. add 6% tax) or 197 Melville Road, Huntington Station, NY 11746 (N.Y. res. add 7% tax).

An *all new* Erie book

John Krause and company at Associated Artists of Dixie were well into the production stages of a second edition of their book *Route of the Erie Limited* when it became quite apparent that there were so many great photos on hand, an all new book was needed to do the material justice. In February we added *Route of the Erie Limited, 2nd Edition* to our Carstens mail order department, just weeks before the book was due at the printer with 75 new photographs not published in the 1st edition. The decision was made, however, to postpone production so that even more new photos and narration could be included.

A second printing of the original 48-page softcover *Route of the Erie Limited* is now available for $9.95 from Carstens Publications, P.O. Box 700, Newton, NJ 07860. Written by Rod Dirkes and John Krause, this fine black & white pictorial features the work of esteemed rail photographer Robert Collins, as well as that of the authors.

Associated Artists of Dixie has scheduled their *new*, as-yet untitled Erie book for release in spring 1989. It will focus on the steam-to-diesel transition era with freight and passenger scenes recorded by John Krause, Bob Collins and Rod Dirkes combined with the unpublished work of George Hamcke. Binghamton, Jersey City and other Erie terminals will be covered, as will the smaller branch lines, the Greenwood Lake line and even the Susquehanna route in Erie-dominated days. It will be available for $12.95 from Carstens Publications. Also due out soon from Associated Artists of Dixie are *The Delaware & Hudson—Challengers and Northerns* by Ed Crist and John Krause and *Main Lines and Mine Runs* by Tom Dixon (the latter covering C&O in West Virginia), which will sell for $12.95 as well. Stay tuned to RAILROADIANA for announcements on all three of these new books.

TRACTION PUBLICATIONS **Joe L. Diaz**

THE MILWAUKEE ELECTRICS, by Noel T. Holley, is a 310-page 8¾"×11¼" hardcover describing in detail the operation of electric traction on the Milwaukee Road throuj 4 the mountains of Montana and Washington State. The author has done an outstanding job of research, collecting and assembling an enormous amount of material producing what is a fine, certainly definitive, work on the subject.

Each of the various classes of the passenger, freight and switching locomotives is examined fully and accompanied by a wonderful array of photographs, largely operational scenes. Additionally, the steam locomotives that preceded the electrification and continued through the years, along with later diesels, are extensively illustrated. Included are the many varieties of work and service equipment. There are over 350 photographs herein, largely reproduced in black & white, along with a 20-page color photo section.

Along with maps and gradient profiles, there are many drawings and diagrams. There are many pages covering the technical aspects of the electric locomotives and their operation. The author talked with many of the employees who operated the trains and serviced the equipment and relates their

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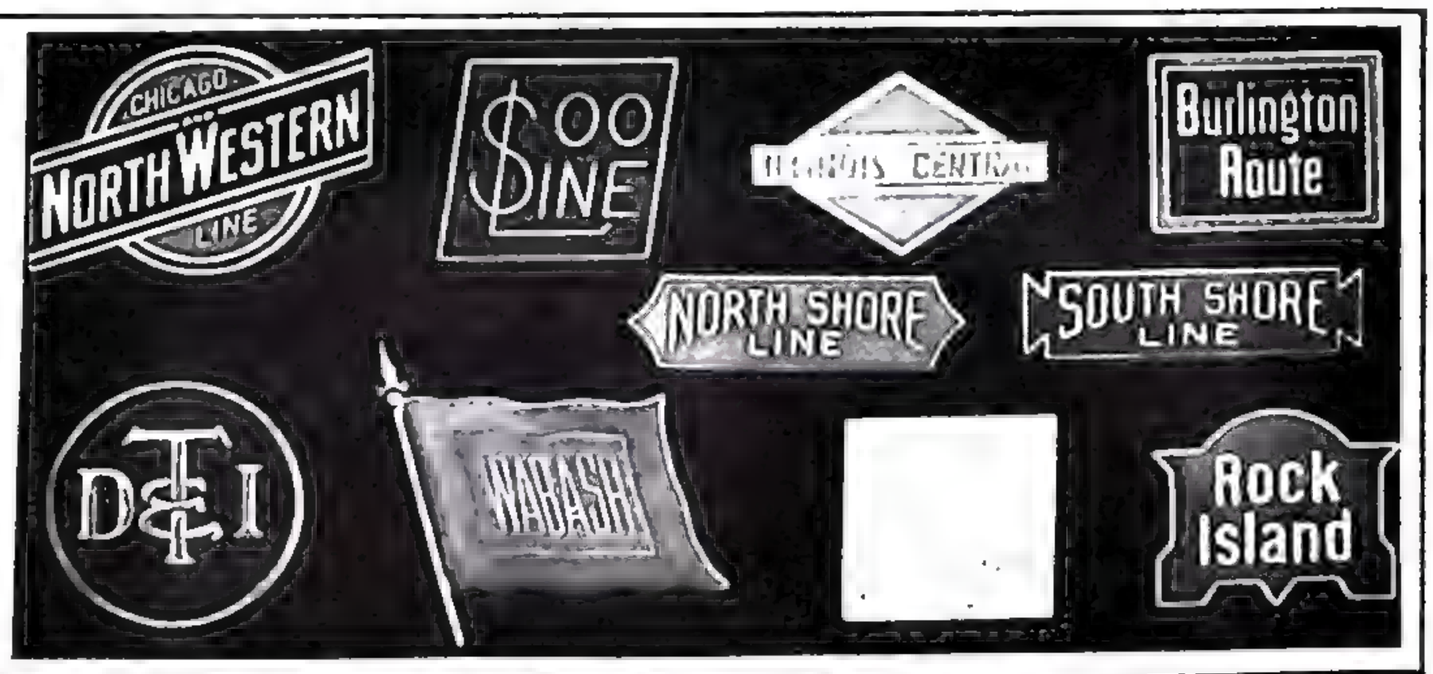

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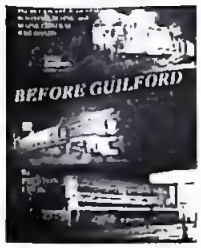
Book Reviews



Before Guilford, by Preston Cook, published by Old Line Graphics, 1604 Woodwell Road, Silver Spring, MD 20906; 128 8½"×11" pages, hardcover, $39.00 plus $2.00 shipping.

In January's RAILROADIANA we announced the coming of this all-color pictorial, and it was clearly worth the wait. It covers the Delaware & Hudson, Boston & Maine and Maine Central before their early-1980s absorption into Guilford Transportation Industries through Cook's excellent color photography dating back to the early '70s. Among the more than 160 photographs there's not one that's poorly exposed or otherwise ruined with adverse lighting. As a railfan, Preston Cook does not enjoy bad weather photography, and his pictures are mostly sunny, blue-sky shots like the silver and blue D&H PAs laying back exhaust as they cross Harpursville Trestle, B&M GP9s and chop-nosed GP18s in the many variations of blue and white (plus SW9s in traditional maroon and gold and Budd RDCs), and orange MEC Geeps on the Androscoggin River Bridge. D&H Baldwin Sharks, Alco Centuries and GE U33Cs are widely depicted, as are the more Geep-and-switcher fleets of B&M and MEC. Although a few F-units and RS3s show up, the coverage concentrates on the decade just before the Guilford take-over (MEC in 1981, B&M in 1983 and D&H in 1984). Of course, this era includes the long-lived Alco switchers in various "old" schemes on the MEC. The exceptions to the sunny day rule are Cook's superb night photos, which enhance the book's already fine variety of imagery. The page layout is attractive, and the photo reproduction is flawless (all color separation and printing was done in the U.S.).

More than just a picture book, *Before Guilford* is divided into separate chapters for each of the three railroads, wherein Cook explains the developments of their diesel fleets as well as his own experiences in photographing them. He has included topographic maps of the major yards and engine facilities at Binghamton, Oneonta, Mechanicville, East Deerfield, Waterville/Fairfield, Northern Maine Junction, Bangor and Auburn/Lewiston, along with timetables of the major lines. The book finishes up with the pre-Guilford diesel rosters for D&H, B&M and MEC (plus MEC's subsidiary Portland Terminal Company). In his Epilogue, Cook quickly recaps the events since Guilford took over. If you've been following the Guilford saga, it should come as no surprise that a well-timed book like this would be especially interesting, but all controversy aside, *Before Guilford* stands on its own as a fine presentation of New England's once-colorful railroad scene—B.K.

Northern Pacific Diesel Era: 1945-1970, by Lorenz P. Schrenk and Robert L. Frey, published by Golden West Books, P.O. Box 80250, San Marino, CA 91108-8250; 306 8½"×11" pages, hardcover, $57.95.

This is the sequel to *Northern Pacific Supersteam Era: 1925-1945* by the same authors. Contrary to its title, the book actually covers the entire diesel era from EMD NW-type switcher 100 in 1938 to U33C 3309, the last of a ten-unit order purchased in 1969 just prior to the creation of Burlington Northern and the resulting obliteration of NP and its merger partners GN, SP&S and CB&Q.

Having access to NP company files, the authors take us through the whole gamut of corporate thinking, from operating problems encountered on the NP main line between Minnesota and Washington to the reasons behind locomotive purchasing decisions, and from the dilemma of retiring a relatively modern fleet of steamers fueled by on-line coal deposits to why the railroad briefly considered, then dropped, the idea of purchasing second-generation Alco Century 628s. A nice touch is the chapter on doodlebugs and RDCs that NP employed so effectively on the myriad branch lines in the Dakotas.

And it doesn't stop there. Having access to the company records means we get a detailed look at each division's operations and diesel activity, showing and comparing locomotive

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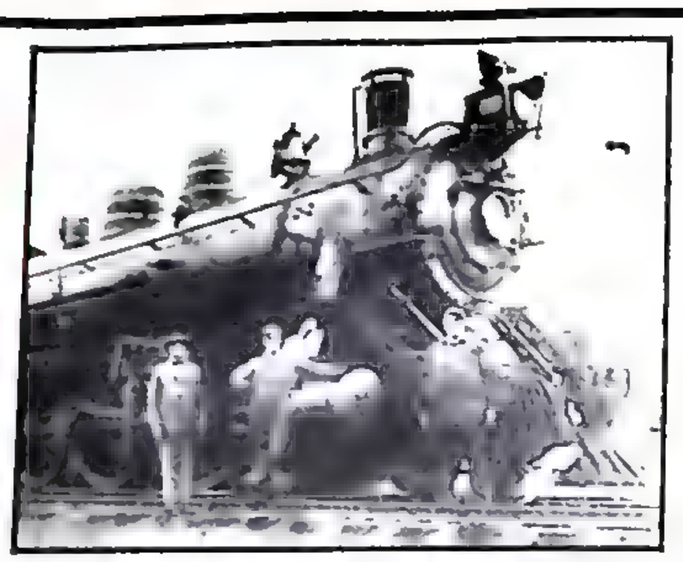

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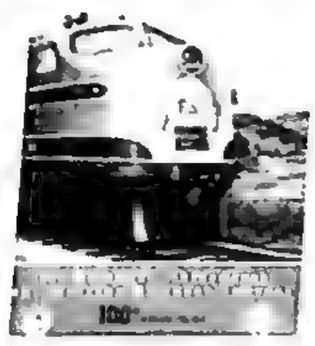

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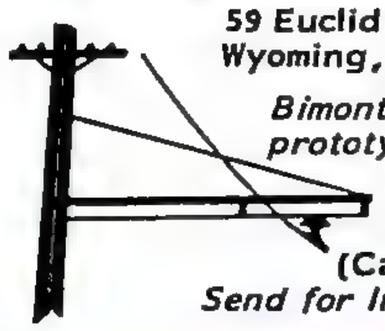

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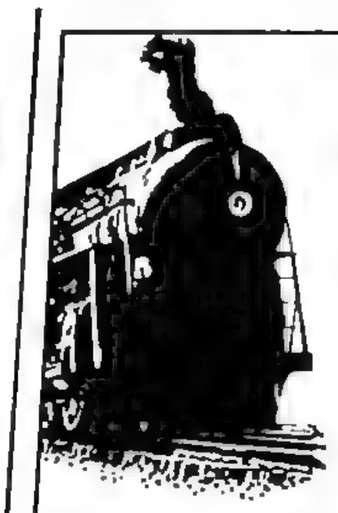

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rosters from 1945, 1955 and 1964, plus a complete breakdown of every diesel the NP owned, from 44-tonners to E7/45s. Nice surprises include an illustrated description of the diesel paint schemes over the years.

Adding to a fine text are color and black & white photos, many taken by the NP's most ardent chronicler and biggest fan, former employee Ronald V. Nixon. Alcos, Baldwins, EMDs and GEs are well-illustrated, including NP's one and only Alco S6 switcher, the trio of Baldwin road switchers and enough FT shots to satisfy any carbody fan. Definitely a book for anyone with an interest in the NP—DAVID L. SMITH. 6

Videos

BY MIKE DEL VECCHIO

New Arrivals

Autumn 1988 saw two long-awaited steam projects come to fruition (NKP 2-8-2 587 and Pere Marquette 2-8-4 1225), and Cotton Belt 4-8-4 819 made its first long distance trek since restoration in 1986. Berkshire Videography, P.O. Box 575, Brunswick, OH 44212, has documented these significant events in three new programs.

"Cotton Belt 819" is a documentary of the handsome 4-8-4's activities since return to service. Still photos of the restoration are integrated with her annual 40-mile run to the "Fordyce on the Cotton Belt" festival and the spectacular 564-mile round trip from Pine Bluff, Ark., to Tyler, Texas, in November 1988. The complete coverage and interviews with the locals really captures the feel of that part of the country. 62 minutes, $39.95.

"Nickel Plate Road 587" is much like the 819 tape but also includes vintage movie footage of the NKP Berkshires and 2-8-2s in regular service. The restoration is illustrated with still photos, and the Berkshire Videography crews were lineside for the initial test runs hauling 20 loaded hoppers and first excursions with the finely-restored Mikado. 58 minutes, $39.95.

"Pere Marquette," the third new release, documents the first operation of Pere Mar-

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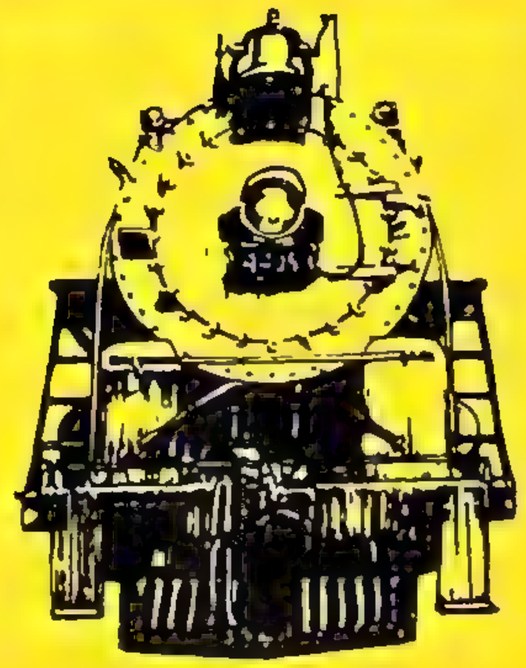

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quette 2-8-4 1225, completing a project that began 17 years ago by the students of Michigan State University. Looked at are the initial test runs and first 1225 public excursions which ran between Chesaning, St. Charles and Owosso, Michigan. The Tuscola & Saginaw Bay played host to these trips, and the PM "Berk" looks right at home in the Michigan countryside. 62 minutes, $39.95.

With the release of these new shows, Berkshire debuts some changes. They have installed their own editing facilities which use the "MII" tape format. This system is used by many television networks and has video mastering quality rivaling 1-inch tape systems. Previously, Berkshire tapes were mastered on 3/4" tape at a rented studio. While the old system is not at all bad, the MII format approaches state-of-the-art. It will result in better video quality and allow Berkshire to produce tapes 100% in-house. Also, these latest programs feature four-color packaging, giving their tapes a physical appearance more in line with their video quality. These are big steps financially, but the end product is worth it. Congratulations.

"Steam & Diesel of the 1940s," produced by the Chicago & North Western Historical Society, 336 Huntington Lane, Elmhurst, IL 60126, is a collection of all-color 8mm footage shot during the 1940s by Boyd W. Travis, M.D. This program contains a great deal of steam on the NKP and C&O, and also includes footage of a C&NW streamlined 4-6-2, Milwaukee Road's *Hiawatha* 4-6-4s and a *North Woods Hi* 4-6-0, Pennsy T1 4-4-4-4s, L&N passenger trains and more. Sound recorded by Dr. Travis during the filming has been added, although it does not match many of the actual scenes. The C&NW Historical Society notes that despite the relatively little C&NW coverage, they felt that this valuable footage should be preserved and shared with others on video. 30 minutes, $29.95 plus $2.50 postage (Ill., res. add $2.02 sales tax).

JMJ Productions, P.O. Box 4449, Hollywood, FL 33083, also has three new video offerings. **"Guilford Diesels on the D&H"** looks at Guilford's operations on the former-D&H lines just before it filed for bankruptcy protection during the summer of 1988. This program offers vintage footage of the famous D&H PAs in passenger and excursion service and the six-axle Alco Centuries and GE power of both the D&H and the Lehigh Valley. The present-day footage is on the D&H line between Binghamton and Albany, N.Y., the ex-DL&W between Binghamton and Taylor Yard (Scranton, Pa.) including Tunkhannock Viaduct, and the former LV and PRR between Taylor Yard and Conrail's Enola Yard in Harrisburg; all operated by D&H under the Guilford banner when this program was taped. The sound is live with good narration. 61 minutes, $49.00.

"Diesels on the Southern Tier" is the second new release from JMJ, and it follows the contemporary action on the former-Erie main line from Buffalo, through Binghamton and on to Port Jervis, N.Y. Conrail keeps the line nominally busy with its stack-trains and manifests, but the D&H and Susquehanna add their own stack trains. The line west of Binghamton still has semaphores. These programs are narrated, and the sound is live. "Diesels . . ." also contains a fair amount of vintage Erie and Lackawanna movie footage including scenes of DL&W and EL commuter action around Dover (this reviewer's hometown) and Denville, N.J. 62 minutes, $49.00.

"NS Diesels, The Sequel: Part 1, the N&W," the third new release from JMJ Productions, is the sequel to "N&W+Sou=NS" (released in early 1988) and contains all new footage. Keeping with JMJ's documentary style, the program begins with vintage movies of N&W steam and diesel power, but the program is predominantly contemporary video. As the title indicates, almost all of it was shot on the ex-N&W portions of Norfolk Southern in Virginia and West Virginia. It offers a great variety of diesels and action. Again, the sound is live and the narration informative. 62 minutes, $49.00.

Feature Reviews

"The Magnificent GG1," produced by Mark I Video, P.O. Box 404, New Milford, NJ 07646. VHS only, VISA and MasterCard accepted. 60 minutes, $59.95 (N.J. res. add $3.60 sales tax).

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program consists of vintage film not previously seen in any video. It highlights the history of the PRR 1930s electrification project and the development of GG1 in a segment that blends vintage movie film, stills, colorful graphics and a narration. Then the action begins.

"The Magnificent GG1" takes us out on the PRR's main line from New York to North Philadelphia in geographic order, beginning at Sunnyside Yard on Long Island with GG1s being serviced and long passenger trains assembled. In New York City we are given views of the long-gone Pennsylvania Station before venturing toward Philadelphia with lots of lineside views in a geographic progression with colorful graphics and location maps guide the viewer.

When several runbys are shown at a particular location, they have been arranged in chronological order in their various paint schemes, from Brunswick green and gold pinstripes to PC's basic black and the numerous Amtrak variations, including the fine 4935 and 4877 PRR restorations. Worthy of note are the rare views of the short-lived PRR silver and red scheme in the 1950s and "Old Rivets," prototype GG1 4800 in both the 1976 Bicentennial scheme and later Conrail (the only "G" get the Conrail blue).

GG1s were not the only motors on the corridor, and this video has views of boxcab B1 switchers, P5a's and MP54 m.u. cars as well as such later power as E44s, E60s, AEM7s and Metroliner and Silverliner m.u. sets. There are even some Conrail freights, now a rare sight on the Northeast Corridor.

Marc Balkin of Mark I Video has carefully assembled hundreds of feet of 8mm and 16mm Kodachrome film, shot by seven cinematographers between 1956 and 1983. The film was transferred to video using the "wet gate" process, eliminating the obtrusive scratches or cinch marks often seen on old footage. Some runbys do not have the picture quality that is expected in contemporary production but were for their historical value.

Approximately 90% of the film had been taken with silent cameras, and Marc has carefully added lifelike sound from his extensive library of audio and video tapes. The synchronization is very well handled, including runbys with proper speed and consist lengths, sounds of trains on welded or jointed rail and ambient environmental noises such as nearby highway traffic. In one excellent audio sequence, a GG1-hauled passenger train passes a local freight powered by a Baldwin switcher headed in opposite direction, with all the sounds correct. This is a fine vintage view of a deserving subject—MITCH DAKELMAN.

"DDGM's F59PH, The Birth of a Locomotive," produced by Rail Innovations, 55 Parfield Drive, Willowdale, Ontario, Canada M2J 1C2. VHS or Beta, VISA accepted. 38 minutes, $39.95.

In this present world of many video programs and many video producers, Rail Innovations has come up with a new video idea that is very different and should appeal just about anyone at all interested in railroading. "Birth of a Locomotive" follows the production of a real locomotive from the design stage to piles of sheet metal in a stock yard and right through its construction to its first revenue runs. The locomotive, GO Transit F59PH 522.

The program opens up giving a capsule history of EMD in La Grange, Illinois, and the newer Diesel Division General Motors in

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London, Ontario, accompanied by vintage movie footage and still photos of early DDGM units, including Toronto, Hamilton & Buffalo GP7 71, DDGM's first production locomotive.

After a visit to the design areas and a look at cardboard mock-ups of the design chosen by GO Transit, it's off to the stock yards as an electro-magnet picks up the required heavy sheet metal that will make up the bedplate and the locomotive frame. Giant "plasma-burners" do the cutting and the frame is rotated horizontally in a "trunion" to enable the workers to do the necessary welding. The ends and draft gear are applied, and the thing begins to take shape. The video crews were able to follow the frame through the London plant as the various subassemblies like the electrical cabinets and prime mover were installed. A ride with the overhead crane operator provides very interesting footage of the construction floor and the many locomotives in various stages of construction. The "Blomberg" trucks and traction motors are also constructed at this facility, and are also covered in the tape.

GO Transit's F59s are significant locomotives as they are the product of many months of negotiations and design ideas to come up with the perfect commuter power. It also features the new "safety cab" which was designed with input from the railroad, the operating crews and the unions for maximum safety and comfort (in spite of their similar appearance, the F59 and Amtrak F40 cabs are quite different inside). This cab will soon be used on many railroads in the United States. Watching the construction of this cab gives the viewer a good idea of why this cab is such an improvement.

The locomotive comes together, and the shop switcher rolls it from the erection floor to the paint shop. Three shifts, ten gallons of gray (for the interior), 14 gallons of green, six gallons of white and 15 gallons of black enamel later, the number boards and windows are added and it now becomes a locomotive with identity. Then comes the steam-era tradition of "striking a builders plate," the locomotive's birth certificate.

Because these F59s were the product of so much input, a ceremony was held at the London plant to celebrate their completion. During the ceremony, DDGM's General Manager John Jerris motioned and three F59s made an impressive sight as they simultaneously rolled out of the shop and past the crowd.

As it worked out, the 522 was the first F59 to enter revenue service, and the Rail Innovations crew went along. The cab footage gives a good chance to observe the new desktop control stand in use. It also gives a good idea of how popular GO Transit really is, hauling 28 million commuters annually.

Overall, this is a fine production, well thought out, easy to follow and entertaining. Rail Innovations has become one of the more renowned video producers in Canada using only professional quality cameras and editing equipment. The narration is clear and informative, and the facts are well researched. It is pretty remarkable that a production like this was allowed to be made, but Rail Innovations obtained the necessary permission and did a fine job covering nearly all the bases. Every inch of video and every word of narration had to be approved by DDGM. If the Library of Congress has a place for video documentaries, this program should definitely be in it—M.D.

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Photo Doug Jones

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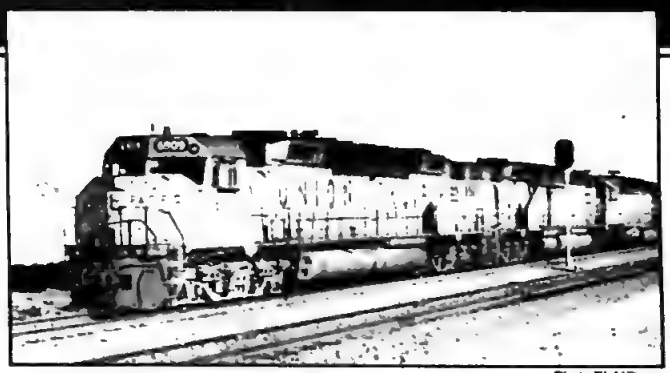

Photo Phil Klinger

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Richard H. Kindig is famous for his steam era photographs but in 1971 he began taking 16mm color movies of diesel powered trains. This video features films from 1971 and 1972. **UNION PACIFIC** includes E8, F9, GP9, GP30, SD40, SD45, "Centennials", DD35, U50C. Filmed Cheyenne to Green River, Wyoming. Also see steamer "8444" on excursions. **BURLINGTON NORTHERN** Trains north of Denver and switching in Denver. **AMTRAK** Burlington stainless steel E units and U.P. E units on trains with cars from UP, SP, NP, GN, BN, and CZ. **DENVER AND RIO GRANDE WESTERN** Freights west of Denver and F units on RGZ. Narrated by Rege Cordic. Dubbed sound. Approximately 35 minutes in color plus previews.

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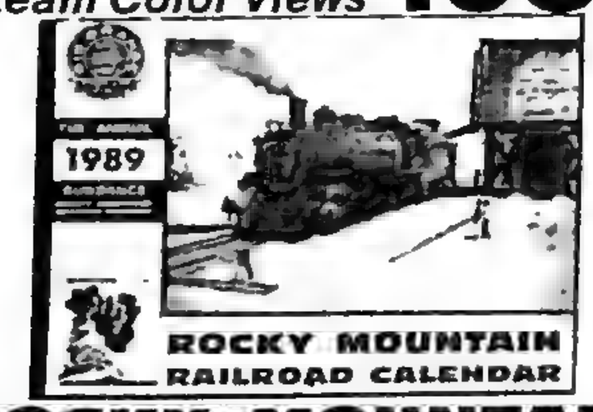

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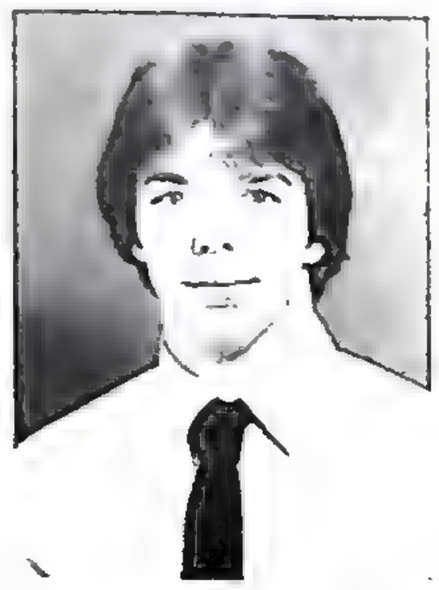

Doug Koontz

The author of the article in this issue on North Carolina Governor Jim Martin's campaign train is expanding his railfanning from photography into full journalism. He tells his own story pretty well: "Being a young railfan can have its advantages. At age 24, I find today's railroads are still very interesting. GE's Dash 8s are the best looking General Electrics ever, and RoadRailers are fun to chase. This helps ward off the "it isn't the same anymore" syndrome that some older railfans display. Living in the Southeast is also helpful. It is a vastly interesting area that for years has received very little publicity.

"My start in this hobby came fairly normally. I always reacted to passing trains and as a result received several model layouts for Christmas gifts. I sat about building and rebuilding these layouts several times while living at home in Salisbury, N.C. Then one day someone made the mistake of putting a camera in my hands. Something told me photography was for me, and I have not put it down since. Right from the start, I did not restrict my photos to objects with flanged wheels, moving quickly from the first train photos to doing yearbook work for my high school. As luck would have it, the local newspaper photographers agreed to show me the workings of black & white, allowing me to do some of the school work in their darkroom. About this same time, I made my first submission to *Trains* Magazine and was rewarded with the lead newsphoto in the subsequent issue. It was a great morale booster, but I quickly learned that you could not make a living doing such and turned to the real world. Since the office of President of the United States was already taken, I turned back to photography in the field of photojournalism. In 1985, I graduated with an A.A.S. degree in Photojournalism. The same year I accepted my first and present job shooting for a Virginia newspaper company, publishers of the Danville *Register* and the Danville *Bee*. Twice a day (morning and afternoon) newspapers keep the staff and myself busy. Sports photography, one aspect of my job I enjoy almost as much as trains, can prove to be more difficult than trains.

"As for camera hardware, my friends claim my middle name is Nikon, my motor drives run on jet fuel and I carry one of every lens made. My fiancee agrees that only the last is true, each time she carries one of my bags. On the serious side, I do like a variety of lenses, from wides to telephotos.

"I have contributed photos to just about all the major magazines. In addition to the railfan press, I do freelance work for the Associated Press and have had photos used in several major magazines. Recently, I have been concentrating on doing a lot of black & white work.

"Having previously 'shot' several governors, I jumped at the chance to take a few days off and go to work on the Martin train. It was an opportunity to see the operation from the inside out. Driving the support van allowed for some lineside photos, in addition to spending time onboard with the governor.

"And to top off living in Virginia the last three years, where I have been documenting the last 'caboose state,' my newspaper at the end of 1988 bought a caboose for restoration and display our parking lot. No EOTs around here."

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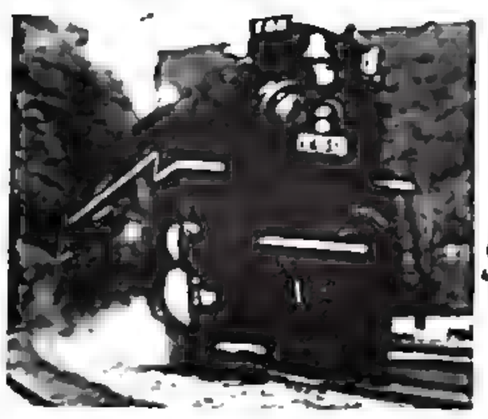

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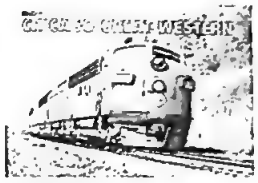

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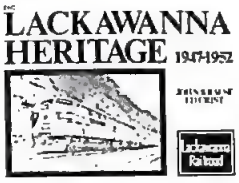

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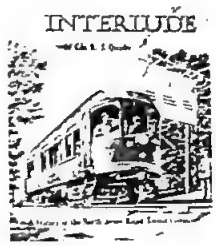

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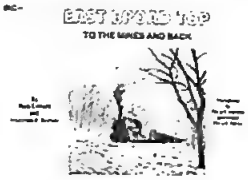

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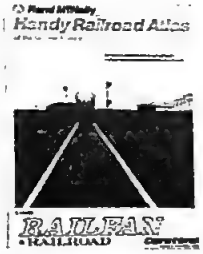

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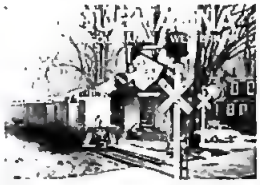

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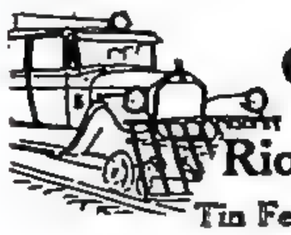

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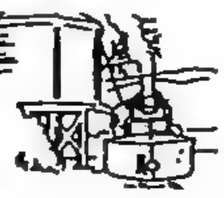

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Transit Currents

Washington Metro:

Hilda H. Mason, chairman of the board of the Washington Metropolitan Transit Authority, had much to be proud of in October 1988. The transit systems represented by the American Public Transit Association had just given Washington Metro kudos for being the "Number One Transit System in North America" as the winner of APTA's 1988 Outstanding Achievement Award. The Metrorail system had carried its billionth passenger in August 1988 on the 69.6-mile rapid transit system. Both the bus and rail system have enjoyed substantial increases in patronage recently. There were 11.8 million more bus and rail trips in the year ending June 30, 1988, than for the comparable period a year earlier. In its last fiscal year, Metrorail carried 136.7 million trips. It is now the second largest U.S. rapid transit system (after New York) in terms of patronage. The Chicago Transit Authority, which had previously held second place, was edged out. In part, this is because the Washington system reaches far out into the suburbs, while the CTA rapid transit is largely contained within the borders of the city of Chicago.

Metrorail ridership varies from month to month, reflecting the huge number of tourists who visit Washington during the pleasant summer months. Average daily ridership on Metrorail for June and July were in the neighborhood of 520,000; this fell to about 510,000 in August and was down to 495,000 in September of 1988.

The Washington rail system is not standing still, and expansion continues. Part of this is in the form of additional parking spaces; just received was a $23 million federal grant to expand parking in Fairfax County in Northern Virginia. The Vienna and Huntington Metro stations will enjoy 1950 additional spaces, and 1500 spaces are proposed in a garage to be built at the Franconia-Springfield Metro station.

Good news for construction of the Green Line between College Park and Greenbelt, Maryland, and for the purchase of 50 additional rail cars, was the $168 million federal transportation appropriations bill that was passed into law in September 1988. While there are calls for expansion beyond the planned system, the final 33 miles of that system is the first priority. Fall 1990 should see extension of the Red Line from Silver Spring to Wheaton, Maryland. At about the same time, the Green Line will be extended from Gallery Place north to U Street within the District of Columbia. The expansion of service in Alexandria from King Street to Van Dorn Street is slated for early 1991, while the latter part of 1991 should see the Green Line expanded south and east from L'Enfant Plaza to Anacostia. The latter part of 1993, if the schedule is met, will see the Green Line expanded from Fort Totten to Greenbelt, Maryland. No funds have been earmarked as yet for extension from Van Dorn Street to Franconia-Springfield on the Blue Line, Green Line expansion from Anacostia to Branch Avenue in southeast Washington or from U Street to Fort Totten in northeast Washington.

When Metrorail construction started in 1968, it was expected to take ten years to build at a cost of $2.5 billion. The estimate now is that completion will take about 35 years and cost about $10 billion. Thanks to Marion J. Zych, Jr. for the timely information.

Baltimore light rail planning

The general manager of the Mass Transit Administration of Maryland, Ronald Hartman, recently explained the planning to date for the new light rail line proposed for the Baltimore area. The trolley line would run from Hunt Valley Mall in the north to Baltimore-Washington International Airport and Glen Burnie in the south. The northern part of the system will use the old Northern Central Railroad right-of-way from North Avenue to Hunt Valley Mall at Cockeysville. On the south end of the line, it will connect with the Baltimore & Annapolis Railroad right-of-way.

In the downtown area, the tracks will run northward from Camden Street at Camden Station and follow Howard Street. It will turn into Chase Street at the northern tip of Antique Row in downtown and the Mount Vernon-Mount Royal neighborhoods. The line will then run in an eastward direction across Chase to Cathedral Street where it will then run north. The line will then pass Meyerhoff Hall, the Lyric and old Mount Royal station. At this location, the line is near Charles Street, the University of Baltimore and many existing bus lines.

The rail system will then cross Mount Royal Avenue and swing through a point near the Goodyear Tire building at the intersection of Oliver and Mount Royal Streets. This land has been purchased by the University of Baltimore. The light rail line is then to run through the university's Oliver Street parking lot and then pass under the Howard Street and North Avenue bridges until it enters the Jones Falls Valley just north of Howard to join the Northern Central Railroad right-of-way.

There have been some other light rail proposals made in Maryland. The Maryland Department of Transportation identified seven commuter corridors where light rail would be appropriate, but did not give priorities on which line should be next. It is expected that

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

Ridership and Priorities

the second line will be built in the Washington area because the first one is to be built in the Baltimore area. Governor William Donald Schaefer will make the decision.

The seven corridors that have been identified should have sufficient potential ridership by the year 2010 to warrant more serious study. The light rail corridors examined include the one between Addison Road Metro Station and Bowie in Prince George's County, which would run along the Washington-Annapolis Corridor. This would cost between $175- and 275-million and carry from 10,000 to 20,000 riders daily. Another line is the one between Baltimore's central business district and Woodlawn in the Baltimore-to-Frederick Corridor. This would cost $325-$450 million and carry an estimated 15,000-30,000 riders daily.

The third possible line would be between Shady Grove Metro Station and Clarksburg in Montgomery County along the Washington-to-Frederick Corridor. This would cost between $200- and $300-million and move an estimated 15,000 and 25,000 riders daily. Other proposed lines include: one between the proposed Johns Hopkins Hospital Metro Station and Dundalk in the Baltimore-Dundalk Corridor, costing $250-$350 million and carrying 16,000-30,000 daily riders; between Silver Spring and Bethesda, which would link together the two metro stations in Montgomery County, costing $50-$100 million and moving 10,000-20,000 riders each day; between Towson's central business district and the central corridor line in the Baltimore-Towson corridor, costing $40-$80 million and moving 5,000-10,000 riders daily; and between the Johns Hopkins Hospital Metro Station and White Marsh in the corridor between Baltimore and Cecil and Harford counties, costing $350-$450 million and carrying 18,000-35,000 riders each day.

Thanks to Fourten Powell, Marion J. Zych and W. Cherivtch for the information.

South Shore saga continues

At the end of October 1988, the South Shore railroad's owners, Venango River Corporation, failed to make a payment of principal and interest on its loan from Citicorp. The bank moved to replace Venango management. The Stratford Partners, Inc. were engaged by Citicorp to manage the railroad, attempt to straighten out its finances, and to sell it. In the meantime, on November 21, 1988, the Interstate Commerce Commission granted the South Shore permission to discontinue passenger operations effective January 1, 1989.

The Northern Indiana Commuter Transportation District (NICTD) negotiated with the Stratford Partners concerning the ICC order giving the South Shore permission to discontinue passenger operation on December 31, 1988, unless an agreement was reached between the South Shore, Metra (the Commuter Rail Division of the Northeastern Illinois Regional Transportation Authority) and NICTD before that date for the continued support of the passenger service. As a

MIKE DEL VECCHIO

WASHINGTON METRORAIL was quite busy during inaugural weekend, with Presidential spectators swelling the crowds at stations like Metro Center, shown with an eastbound Red Line train on January 21, 1989. Clean, fast, quiet and very efficient, it is easy to see how Metro was honored by the American Public Transit Association as the "Number One Transit System in North America" in 1988.

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Transit Currents

result of the negotiation, the ICC ordered, effective December 21, 1988, that the discontinuation order is held in abeyance until May 31, 1989, in order to permit the South Shore/Stratford Partners and NICTD more time to negotiate. NICTD made it clear that it wished to buy the South Shore and hoped that negotiations to that end could reach a conclusion by June 1.

In pursuit of the purchase of the South Shore, in early December 1988 NICTD began negotiations with the Urban Mass Transportation Administration for the grant of capital that would enable NICTD to purchase the passenger assets of the South Shore. To this end, the NICTD trustees passed a resolution on December 28, 1988, formally requesting the federal capital funds. Capital was also requested to purchase 14 additional commuter rail cars, construction of high level boarding platforms at the Hegewisch Station, and extension of the South Shore railroad into a new terminal at the Michiana Regional Airport at South Bend.

The proposed purchase of additional cars would include four motor cars similar to those now owned by NICTD, plus ten trailer cars; the aim of the acquisition of more rolling stock is to relieve serious crowding at rush hour on South Shore trains. The addition to the NICTD/South Shore fleet would permit the operation of more eight-car trains during the peak times. NICTD would then return the diesel-powered push-pull train it has leased from Metra since 1985. The high level platforms would help reduce the current lengthy dwell times at the very busy Hegewisch station. It is in line with NICTD policy to install high level platforms at all of its busy stations in order to cut running time between Northwest Indiana cities and the Chicago Loop.

The Railroad Task Force of the South Bend Chamber of Commerce agreed on the Michiana Airport site as a new South Bend Terminal of the South Shore and has $812,000 on hand as the local match for the federal grant. The new South Bend terminal would better serve travelers by providing protected parking and excellent waiting facilities. It would make a truly intermodal terminal at the airport, which is now served by nine airlines, several intercity bus services and local bus service. The Railroad Task Force also recommended that the Amtrak station be moved from the present South Shore station at Bendix Drive to a refurbished Union Station in downtown South Bend.

There is also very positive news about ridership on the NICTD/South Shore commuter trains during 1988. Total ridership through November 1987 was 2,780,258. In 1988 ridership through November totaled 3,242,591; this is an increase over 1987 of 462,333 rides or 16.6%. During the same time period, revenue rose 13.4%, which is a gain of $1,042,143 in total passenger revenue compared to the same period in 1987. Daily ridership in 1988 is up 10% over 1987, Saturday ridership is up 9.7%, and Sunday and holiday ridership is up 11.8%. Ridership gains were expected in 1988 because of the massive inconvenience caused by partial closing of the Dan Ryan Expressway in Chicago for reconstruction between March and October of 1988. Even though the Dan Ryan opened again at the end of October, South Shore ridership did not wane.

With a daily ridership of 11,500 the NICTD/South Shore service has about reached a saturation point in capacity of its rolling stock and its parking lots. Expansion of parking at the Hammond station is in progress at present; 100 additional spaces were added to the Dune Park station lot in November 1988.

Keep tuned; this is getting interesting.

Buffalo cutbacks

Michael Madden writes from Buffalo, New York, that the overall transit picture in that city is a troubled one. The new light rail system is popular, with ridership around 30,000 a day. Unfortunately, bus ridership has fallen dramatically, and the Niagara Frontier Transit Authority is going to make major cutbacks in service in 1989. As of late 1988 it appears as if bus and rail service will stop after 9:30 p.m. on weekdays and there will be no transit service on weekends. The cuts in federal transit funding was certainly no help in light of limited local resources. Let's hope that Buffalo can pull this one out.

Flashes

Marion J. Zych, Jr. was kind enough to send me some copies of the newsletter of the **BALTIMORE CHAPTER NRHS** (P.O. Box 100, Lutherville, MD 21093). Called *Interchange*, the monthly often includes interesting material on electric traction. September 1988 had a piece on the Rockford (Illinois) trolley. July-August had coverage of the CERA 50th Anniversary Convention, and the October issue contained some coverage of the Atlantic City & Shore, including memory-stirring photographs that took me back to pleasant experiences aboard the cars to Ocean City in 1944.

In Vancouver, British Columbia, about 50 Flyer E80 trolleybuses became obsolete when **BC TRANSIT** bought 245 state-of-the-art Flyer E900 series trolleys. Some 60 Flyer D700 diesel buses were starting to show cracked frames. Guess what? The diesel engines will be applied to the trolleybuses that have been stored for several years, and additional buses will be available. Meanwhile, trolleybus service was expanded to the University of British Columbia.

While talking about newsletters, there should be a lot of news from **ST. LOUIS** as the light rail line construction gets underway there in the near future. *Whistletalk*, the newsletter of the St. Louis Railway Enthusi-

Railfanning is:

While schools and businesses are closing and meetings are being canceled because of a snowstorm, you merely look upon it as an opportunity to go out and chase snowplow trains. cec

Inc. (c/o David J. Newbauer, 1569 Ville Angela Lane, Hazelwood, MO 63042) should be chock full of information on the project as it moves on.

Ralph Spencer sent an editorial from the Tampa *Tribune*. It's not very positive toward light rail, but the **TAMPA-ST. PETERSBURG** area is considering such a project nonetheless. The gist of the editorial is that streetcars adrift in a sea of automobiles—San Jose is the example—don't get along very well. Automobiles adrift in a sea of more automobiles don't get along very well either. And then there are the people in them . . .

Raymond G. Neveil sent some clippings from **SINGAPORE**. The transit system, which has 20 stations, has been moving 360,000 people a day in recent times. That's about 1.6 million riders a week. Apparently the Singapore MRT is the only system that promises to be completed ahead of time and within budget according to a study funded by the UK Overseas Development Administration. The good folks at MARTA in Atlanta may be surprised to hear this.

Al Agovino Jr. sends news that the **LONG ISLAND** Rail Road expects to complete its overhaul of Penn Station's Long Island Rail Road Concourse about six months early. The $118 million renovation is to start in December 1989 and be completed in December 1993 rather than June 1994. Alas, gone will be the Nedick's hot dog stand and the Howard Johnson's ice cream stand. The idea is to clear more room for dashing commuters in the busy station. While talking about the Long Island Rail Road, the LIRR bought a rolling lift bascule bridge in Florida, had it rehabilitated in Mississippi, transported it by ocean-going barge to Long Island and installed it as a new trestle parallel to the old one. As a result of this journey, the Reynolds Channel Bridge must be one of the best-traveled bridges in the world! The new bridge replaced the 61-year old Wreck Lead Bridge; this was a deteriorating swing bridge prone to both malfunction and inundation. The new bridge should help keep service more dependable on the Long Beach Branch.

The Inside Track, a newsletter for the members of the Market Street Railway Company, announces the sad news that **MAURY KLEBOLT** has died. Klebolt was considered the godfather of the San Francisco trolley festival. His vigor and action helped preserve and enhance the electric railway traditions of San Francisco.

Tom McGarry sent news about one of Maury Klebolt's favorite projects. Everybody and his uncle, including the San Francisco Public Utilities Commission, the Fisherman's Wharf Association, and the Fisherman's Wharf Port Tenants Association, has reached a consensus on the route the F Line historic streetcar service will take when it begins operation in the early 1990s. There will be a single set of tracks along Jefferson Street from the **EMBARCADERO**, the line will turn south on Jones Street for one block and then head back to the Embarcadero on Beach Street. Two sets of tracks along the Embarcadero will be developed in coordination with the Embarcadero roadway project. The F Line service will be provided by 20 reconditioned PCC cars along with the collection of vintage foreign streetcars.

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Railnews

WISCONSIN CENTRAL The mighty but still power-hungry Union Pacific is leasing ten SD45s from the Wisconsin Central. The units include former-N&W 1701, 1718, 1724, 1744, 1745 and 1746; former-SP 8939, 8993 and 9093, and BN 6548. All have been fully painted in WC's maroon and cream livery. The 20-cylinder units arrived at WC's North Fond du Lac shops in mid-1988 and were overhauled. Nine were modified before being painted. The former-N&W units received chopped noses and had their control stands swapped for short-end-forward operation. The former-SP units had their top rotating lights removed and plated over, but the red Gyra-lights remain in the short hood. All ten units carry the road numbers of the former railroads.

"TRANS AMS" N.J. Transit purchased three rebuilt ex-P&LE SW1500s in December 1988 from Ontario Locomotive Works in Niagara Falls, N.Y. Now numbered 500-502 (page 2), the units arrived in glossy black with NJT's famous "disco stripes" on the hood—they immediately got the nickname "Trans Ams" from the NJT crews. Only the installation of cab signals was required to ready them for service. The units will be working Hoboken Terminal and the Meadows Maintenance Complex as well as work trains. With the arrival of its SW1500s, NJT is no longer leasing Morristown & Erie Alcos for those duties as they did during much of 1988.

FLORIDA'S TRI-RAIL Monday, January 9, 1989, marked the beginning of weekday commuter service on Tri-Rail's 67-mile line between West Palm Beach and Miami. A dedication ceremony for the media with local, state and federal officials on hand was held on Friday, January 6, and on Saturday the general public was invited for an "inaugural run" preview. Saturday's event drew an estimated crowd of 15,000 to 25,000, but Monday's official startup fell short of Tri-Rail's hoped-for ridership of 4000 commuters, reportedly carrying as few as 1500.

The $118-million operation runs on portions of ex-Seaboard Air Line trackage which the state of Florida purchased from CSX as a means to alleviate congestion during the $400 million lane-widening project on Interstate 95. Service is currently offered at eleven stations, with *free* travel offered until May 1, 1989. After May 1, fares will be $2.00 one-way and $4.00 round trip on the entire line, and two additional stations should be opened. Direct interchange with Miami's Metrorail system is also being completed; shuttle buses are currently supplying the link between the two rail operations.

Tri-Rail's equipment includes 18 GO Transit designed bilevel coaches built at the Hawker-Siddeley plant in Thunder Bay, Ontario, and five F40PHLs that were "kitbashed" by Morrison-Knudsen (page 10, June '88 R&R) using the cabs and shortened carbodies of BN F45s and the substructures of GP40s.

A controversy still haunting Tri-Rail is its $800,000 station that was built 450 feet from the end of Fort Lauderdale-Hollywood International Airport's main runway. Because the station is within the "clear zone" of the runway's flight path, it remains closed as a safety precaution until Tri-Rail and the Florida Department of Transportation can agree on an alternate site. It is interesting that I-95 lies *between* the rail line and the runway, and yet there has been little official concern over the safety of freeway motorists.

If Tri-Rail can generate at least 60% of its operating costs during its three-year trial period, state and federal support of the commuter line will be continued.

NS ROADRAILERS Since November 14, 1988, Norfolk Southern's expanded Triple Crown service has been providing RoadRailer trailer shipping between Atlanta, Ga., and Alexandria, Virginia. Operating Monday through Friday, southbound Train 247 and northbound Train 248 depart their respective terminals at 11:59 p.m. using two-man crews, with crew changes at Montview (Lynchburg), Va.; Greenville, S.C., and East Point (Atlanta). Despite their midnight departures, both trains can be seen during daylight toward the second half of their trip.

NS's inaugural runs of Trains 247 and 248 were made up of numerous clean, new trailers for publicity purposes, but during the first week of actual service, train lengths of as few as two Triple Crown RoadRailers were common. By December, the average train length had increased to 25 trailers. New Mark V RoadRailers were purchased specifically for the Atlanta-Alexandria corridor, but they frequently mingle with older RoadRailer equipment while on the road. Normal power for Trains 247/248 has been Norfolk Southern's "sports-car-fast" GP50s, as Triple Crown service is authorized passenger train speed—DOUG KOONTZ.

IOWA TRACTION The first piece of former-Iowa Terminal equipment has been painted for the 10-mile short line's new owners, Iowa Traction. IATR's Baldwin-Westinghouse 50-ton electric motor 50 (retaining its IAT number) now wears an orange and silver scheme (page 2) applied at the Emory shops near Mason City in December 1988 following a mechanical overhaul.

Iowa Terminal's *original* No.50 was a freight motor built by the Oklahoma Railway in 1929 that spent some 30 years on IAT predecessor Mason City & Clear Lake before being bought by the IAT in 1961 and subsequently scrapped. Today's No.50 was built by Balwin-Westinghouse in 1919 and at first served as Washington & Old Dominion No.50. It then went to Cedar Rapids & Iowa City in 1948 (their No.58), Kansas City-Kaw Valley in 1956 (their 507) and finally to the IAT in 1961 as No.53. It was later renumbered 50 to replace the Oklahoma Railway unit.

Iowa Traction, which took over operations of the Iowa Terminal in April 1987, rosters four other freight motors for use on the electrified Mason City trackage between the Soo Line/C&NW connections at Mason City and Clear Lake.

AMTRAK GP40TCs Amtrak has begun placing into service its EMD GP40TCs purchased from Toronto's GO Transit in October 1988 for $2.3 million. The eight units were delivered in 1966 as 600-607, renumbered 9800-9807 and renumbered again and sold as 500-507. Amtrak has assigned numbers 192-199. All of them arrived at the Beach Grove, Indiana, shops on October 25 for modifications to the HEP equipment (converting GO's 575-volt system to Amtrak's 480-volt). No.192 was the first to be outshopped and made its first trip on December 22, 1988, on the westbound *Cardinal* to Chicago. As of mid-January 1989, the 192 has been primarily assigned to Trains 317/318 (the Chicago-Indianapolis *Cardinal*), and Trains 322/323 (the Chicago-Valparaiso, Ind., *Calumet*). As the GP40TCs are outshopped they will be assigned to local Midwestern trains. Presently, these are the only "hood" units in regular Amtrak passenger service; the CF7s and orange "pumpkin" GP9s are assigned exclusively to work train service and are seldom seen on revenue passenger consists.

THE HISTORIC SPENCER SHOPS The North Carolina Transportation Museum, whose volunteers revived Southern FP7 6133 in 1987, breathed new life into Southern E8 6900 in 1988. The result was a matched set of cab units for a six-car special on November 15, 1988 (page 2), for the North Carolina Transportation History Corporation, the support group for the Historic Spencer Shops museum. The special operated on the three miles of track at the former Southern shop in Spencer. In the train were two freshly rebuilt passenger cars: Southern coach 1077 and baggage 6462, both donations in 1988 from the Winston-Salem Chapter NRHS. Coach 1211, another Southern heavyweight, has been named for NCTHC founder and board of directors Chairman Fred Corriher, Jr.

In addition to reworking the 6900 (originally SR 2923) and rebuilding the two Southern passenger cars, the North Carolina museum in 1988 acquired by donation from the Graham County Railroad three-truck Shay 1925, rebuilt a Norfolk Southern camp car as overnight accommodations for volunteers and repainted an original Norfolk Southern Railroad caboose. The *original* NS, by the way, which preceeded today's Norfolk Southern Corporation, ran from Norfolk and Suffolk, Virginia, south to Marsden, N.C., then west to Charlotte, with a branch south out of Marsden reaching another seaport at Beaufort.

The museum's volunteer force of retired shopmen and North Carolina railfans are at work on the Shay as well as the former six-axle heavyweight Pullman office car *Dorris* of Piedmont & Northern Railway owner James B. Duke. Plans for 1989 call for a cosmetic restoration on former Norfolk Southern Railroad Baldwin AS416 diesel 1616, recently donated by the Peabody Coal Company, to create a matched set with the camp car and the caboose. All of the equipment

STEVE BROWN

AMTRAK GP40TCs 192-199 are beginning to emerge from the Beach Grove, Indiana, shops, initially taking assignments on Midwestern trains. Laying over at Amtrak's 18th Street facility in Chicago on January 12, 1989, GP40TC 192 (above) has worked with Amtrak's *Cardinal* and *Calumet* since December 22.

STEVEN M GEISLER

FLORIDA'S TRI-RAIL commuter service between West Palm Beach and Miami preceded its January 9, 1989, startup with a dedication ceremony at Ft.Lauderdale for the benefit of the media on January 6, using F40PHL 805 (above) and four of their GO Transit design bilevel coaches.

DOUG KOONTZ

NS ROADRAILERS now provide Triple Crown intermodal service between Atlanta, Ga., and Alexandria, Va. Norfolk Southern uses the new Mark V RoadRailer trailers (left) which employ a modified truck as the bogey to suspend and link units like those seen here at Tye River, Va.

will be on display July 15, 1989, when the museum holds its Second Annual Railfan Day. The mid-July Saturday was chosen so railfans traveling to the NRHS National Convention in Asheville could include a visit to the Spencer Shops along the way—JIM WRINN.

"CONN RIVER" LINE REVIVED December 20, 1988, saw the official completion of track improvements on the former-B&M Connecticut River Line between Brattleboro and Windsor, Vermont. In a ceremony held at the Windsor depot, Vermont's Senator Patrick Leahy drove the golden spike marking completion of the 49-mile track rehabilitation. On September 13, 1988, the ICC approved Amtrak's $2.4 million purchase of the Conn River Line (December 1988 RAILNEWS) from the B&M after the latter's parent corporation, Guilford Transportation Industries, failed to maintain the line to passenger train standards. Track conditions became bad enough that Amtrak discontinued its Washington-Montreal *Montrealer* service in April 1987. Immediately following its purchase of the Conn River Line, Amtrak sold the route to the Central Vermont Railway for the same amount so that CV could take on the job of track restoration.

Philip Larson, general manager of the CV, directed the reconstruction project, which was completed within its scheduled three-month time span. Involved were the installation of more than 50,000 ties and 6½ miles of continuous welded rail; resurfacing of the entire 49 miles of main line as well as 6½ miles of passing sidings; rebuilding of ten public highway crossings and 35 private crossings; and the raising, lining and timbering of all turnouts.

Although the Vermont trackage has been repaired, Amtrak will not resume *Montrealer* service until additional B&M trackage in neighboring Massachusetts is upgraded, or until other arrangements can be made for operation over Conrail between Springfield and Palmer, Mass.—PETER CONNOR.

SEABOARD AIR LINE The Florida Gulf Coast Railroad Museum seems to be quite active lately. Most noticeable to outsiders is the cosmetic restoration (page 2) of their former Amtrak RS3 133 (ex-PC 5518, nee-NYC 8277) to Seaboard Air Line livery and numbered 1633 (in the SAL series but keeping the last two digits of the Amtrak number). The 1633 was operable when acquired in 1985 and runs just fine today. The museum hopes to see it in future excursion service.

The FGCRM also owns a second RS3, former-Amtrak 114 (former-PC 5404, nee-PRR 8604). This unit was originally acquired for parts but needs little be become serviceable again. The museum acquired both RS3s in 1985 when Amtrak was looking for baggage cars. At that time, the museum had a former-Southern Budd-built baggage car and traded it for the 133. Further negotiation resulted in the 114 being thrown in for parts.

The Florida Gulf Coast Railroad Museum rosters other equipment like their well-known ACL SW7 648 (September '84 R&R, page 2), restored to its original Atlantic Coast Line purple livery. It was a 1985 donation from the Family Lines and is in running condition. Also operational is Brooklyn Eastern District Terminal 0-6-0T 12. They also roster ACL 0-6-0 143, which is in pretty bad shape cosmetically.

The FGCRM has also been quite mobile. During the summer of 1987 it moved from the phosphate plant in Piney Point, Fla., to Tampa, inside the Tampa Electric power plant. There is no public access to the site, but the museum doesn't plan to be there long. It hopes to move to a site on Highway 301 in Parrish, Fla., roughly 25 miles south of Tampa. They are also negotiating for 17 miles of the former-SAL Tampa-Sarasota main line around Parrish. If all goes well with the trackage acquisition, the museum hopes to press the diesels into excursion service along with their small fleet of passenger and freight equipment. With any luck, maybe as soon as the 1990 season—JIM HERRON.

TEHACHAPI TRACK TROUBLES The year 1989 got off to a rocky start for SP and Santa Fe operations over California's Tehachapi Mountains, not as a result of their rekindled competition reported in March 1989 RAILNEWS but rather the discovery of rail defects on portions of the hill. It all started on January 4 when Santa Fe symbol 1-928-03 derailed five of its cars inside Tunnel 14 between Cable and Marcel, caused by what investigators say was a separation between the head and web of the rail within an eight-foot stretch of track. The next day, SP had three rail inspection cars checking the entire Tehachapi line between Bakersfield and Mojave, and after two days of thorough scrutiny, nine more flaws were found. Six-foot sections of the defective rail were cut out and trucked to Los Angeles for metallurgical tests. For the most part, the defects were little more than hairline cracks. Under study are rails from three different manufacturers.

The SP began relaying ten miles of welded rail at various points in the Tehachapis on January 16. Expected to continue into the end of February, the trackwork is taking place between 8:00 a.m. and 5:00 p.m. Monday through Friday, forcing many traditionally Valley-routed trains to run the Coast Line between L.A. and the Bay Area. Santa Fe seems to be getting the short end of the deal, however, as only its super-hot Chicago-San Francisco 199 and 991 trains (regular carriers of UPS trailers) are being allowed over Tehachapi during daylight hours.

SOUTH BUFFALO ALCOS The Alco era on the South Buffalo Railway is fading rather fast. This once all-Alco road, famous for its well-maintained fleet of S2, S4 and S6 units, is now hearing the chant of EMD 567-powered switchers. Most of the EMDs are arriving from other Bethlehem Steel roads such as the Cambria & Indiana and the Philadelphia, Bethlehem & New England. The SB has been selling off many of its Alcos to short lines and other industrials. On the property at the SB shops and D Tower yard in Lackawanna, N.Y., on December 29, 1988, were: SB S2s 63, 66, 68, 77, 82, 83, 90, 102, 106; S4s 92 and 98; S2R slugs 10, 11, 13, 14 and SW9s 34 and 37. Also seen were CI SW9s 35 and 36, PB&NE SW1200 39 and Bethlehem Steel Whitcomb low-clearance cab 65-tonner 8588. SB S2 64, recently sold to Niagara Mohawk (a steam generating plant in north Buffalo), was inside the paint shop in red primer. It is to be painted red and black before starting its new job shuffling coal hoppers at the steam plant. The SB shop forces have stated that no more major work, only routine maintenance, will be done on the Alcos as they come in for repairs. Permission to photograph SB's Alcos may be obtained at the shops office in Lackawanna, just off of the Hamburg Turnpike adjacent to Conrail's Seneca Yard—MARK COMSTOCK.

ACL PACIFIC Work began on December 5, 1988, toward the restoration of Atlantic Coast Line 4-6-2 1504, which is currently on display at the Prime F. Osborn Convention Center in Jacksonville, Florida. The initial phase of the project will see the Pacific cosmetically repaired to its appropriate 1940s paint scheme and kept under protection from further exposure to the elements. Bill Purdie of Southern Railway Steam Operations fame has been hired as a consultant for the 1504 restoration to inspect work and make recommendations at critical steps in the project. Purdie has stated that the 1504 is mechanically sound and could be returned to operating condition should the City of Jacksonville, the locomotive's owner, chose to do so. During mid-January, the entire cab and related appliances were removed for rebuilding while the rest of the locomotive's stripped-down exterior was given a thorough sandblasting. Though not quite ready for fan trips, ACL 1504 is expected to at least be *looking* good by late March 1989—MAX WALLACE.

WRECKS AND RUNAWAYS The winter months of 1988/89 have been marred by rail accidents in all corners of the country. The first was an amazing 214-mile midnight run of three unmanned UP units across the Texas prairie. Shortly after midnight on November 18, an unknown person(s) boarded the lead unit of a three-unit set of UP locomotives (B30-7 215 and SD40-2s 3687 and 3956) idling on roundhouse track 503 in the Big Spring, Texas, yard (MP 513.4) and set them in westward motion through two switches and out onto the main before jumping off and fleeing the scene. Police officers in Midland (MP 553.3) and Monahans (MP 609.4) were the first to report the runaway engines to UP officials, clocking them with radar at speeds of 67 m.p.h. in Midlands (where a 25 m.p.h. restriction was in effect) and 85 m.p.h. in Monahans. The officers saw no signs of people on board the units as they flashed by with headlights and cab lights turned off.

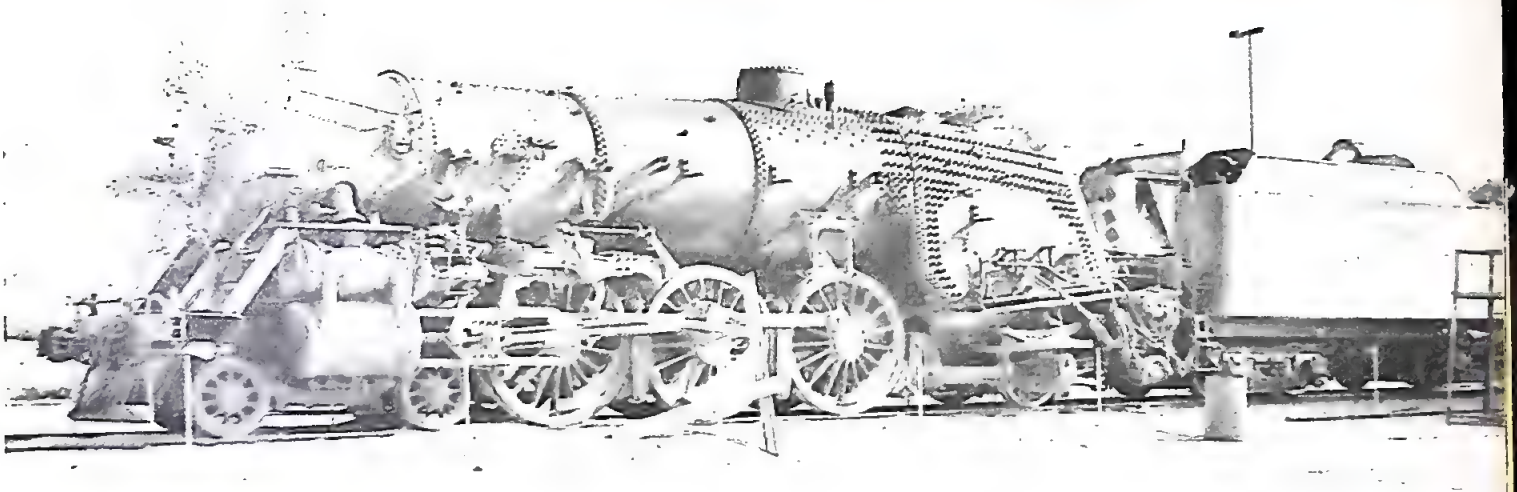
The 255 miles of UP's Toyah Subdivision between Big Spring and Sierra Blanca are ABS-signalled Track Warrant Control territory, so monitoring and diversion of the runaway units by CTC was impossible. UP's first plan of action was to have a track inspector, who was already enroute eastbound, open the siding switch at Gozar (MP 676.7), but the units cleared Gozar before he arrived. Luckily, the same track inspector had already lined the east switch at Wild Horse siding (MP 727.1), and it was there that the runaway struck 29 stored empties at 3:55 a.m., 214 miles from Big Spring. When the dust cleared, lead unit 215 was on its side with a ruptured fuel tank, the 3687 was listing at a 45-degree angle and the 3956 was upright with all wheels derailed. All three were still running, with the 215's throttle in Run 8 and the 3956's alarm bells ringing.

UP has posted a $25,000 reward for information leading to the arrest or conviction of the individual(s) responsible. Information can be phoned in to the Big Spring Police at 915/263-8311, or the Howard County Sheriff at 915/263-7654.

A hearing following the accident determined that more than 20 operating rules had been violated, including failure to properly apply brakes, when the three-man crew of a westbound 85-car Santa Fe freight left their train on the main line while switching an industry east of Flagstaff, Arizona, on December 14. The train broke free and rolled downhill at an estimated 40 m.p.h. before 26 of its cars, six of which contained flammable liquefied propane gas, derailed on a curve, resulting in $2 million damage and the closure of the double track main and nearby Interstate 40 for more than two days. All three crew members were fired.

On December 15, 1988, Southern Railway Train 14 struck a concrete truck at a grade crossing north of Troy, North Carolina, derailing NS B23-7 3971, SR GP30 2588 and three cars. Despite the extensive damage done to both units, injuries were reportedly minor. A wrecker arrived at 5:30 a.m. on the 16th and had the engines back on the track in about twelve hours.

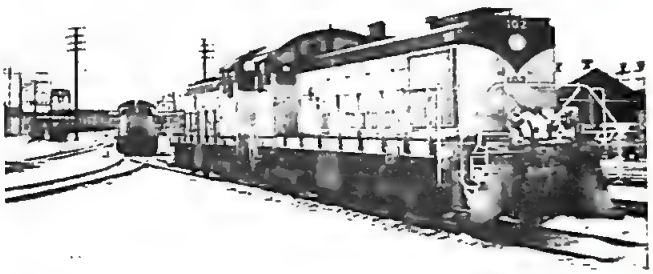
Burlington Northern suffered an enormous wreck late on the afternoon of December 24, when 120 empty freight cars rolled free from the West Burlington, Iowa, yard and accelerated down a steep grade



MAX R. WALLACE

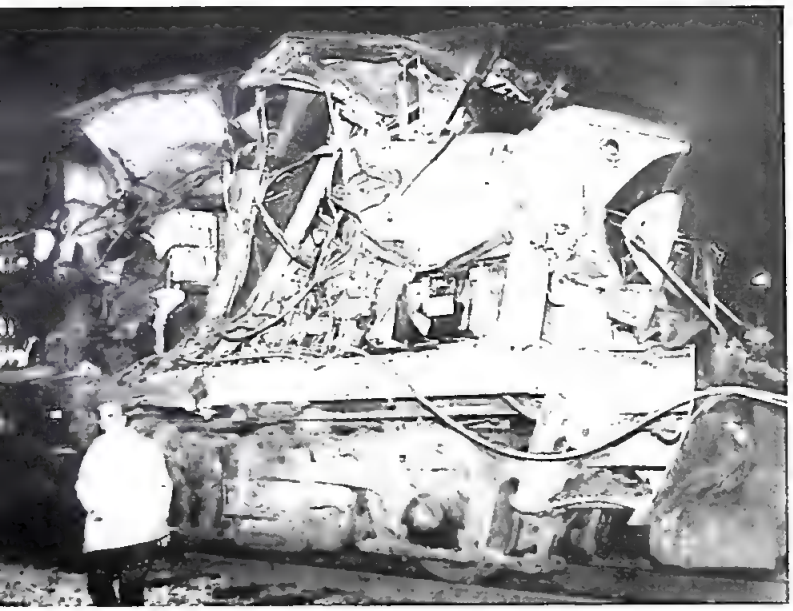
ACL PACIFIC 1504, currently on display at the Prime F. Osborn Convention Center in Jacksonville, Fla. (above), was without its cab and fittings on January 12, 1989, so that sandblasting could be done in preparation for the engine's cosmetic restoration. Inspection found the 4-6-2 could run again.

MARK D. COMSTOCK

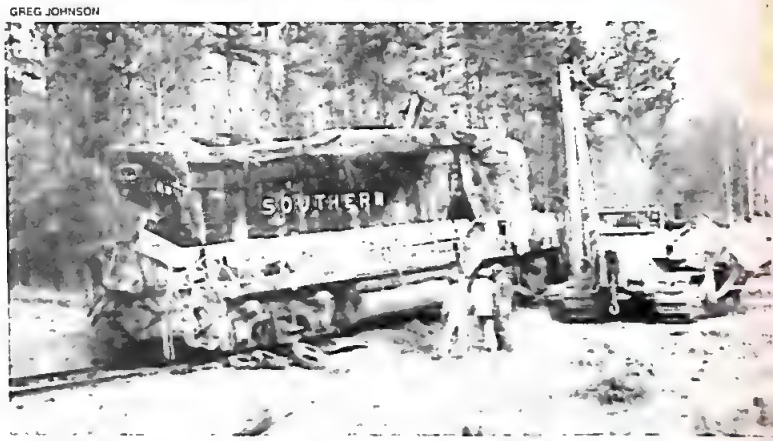


SOUTH BUFFALO ALCOS may finally be succumbing to EMD switchers, so sights like SB Alco S2s 102 and 106 (above), idling at D Tower yard in Lackawanna, N.Y., December 29, 1988, might soon go.

TIM WILSON



GREG JOHNSON



WRECKS AND RUNAWAYS that plagued the nation's railroads during the winter of 1988/89 included a CSX freight whose GP35 (above) and GP40-2 rolled down an eroded embankment in Shinnston, W.Va., on January 16, 1989, killing one crew member, and the grade crossing collision that destroyed an NS B23-7 and SR GP30 (right) on Southern Train 14 near Troy, N.C. on December 15, 1988.

through ten grade crossings in downtown Burlington, ending their 3½-mile journey on a curve at the approach to BN's bridge across the Mississippi River. Twenty four of the cars derailed, but no injuries were reported. Although all ten grade crossings in Burlington are protected by signals and/or gates, witnesses stated that the devices didn't activate until well after the runaway's head end had passed. Initial blame has been directed at the BN crew which failed to properly set the brakes on the 120-car train when they uncoupled their road engines.

Then on Christmas day, 294 holiday travelers and a crew of 15 on Amtrak's westbound *California Zephyr* became stranded overnight after two of the train's three F40PHs and 15 cars derailed in heavy snow eight miles east of Glenwood Springs, Colorado. Because the equipment remained upright and coupled, the locomotives continued to provide electricity for the train's heat and lighting systems. The following day, all passengers were shuttled from the derailment site to Glenwood Springs aboard seven cabooses on a D&RGW work train; most continued by chartered bus to Salt Lake City, while 25 returned to Denver. It appears the train derailed because the rails had spread apart, but no conclusions have been drawn as to whether the train's equipment, the trackage or simply foul weather were to blame.

Finally, at approximately 7:26 a.m. on January 16, 1989, a 113-car CSX freight led by GP35 4373 and GP40-2 6027 derailed in Shinnston, West Virginia (near Clarksburg on the B&O line to New Martinsville), killing a brakeman and injuring three other crewmen. The units and six empty coal hoppers overturned on a hillside above the West Fork River, trapping the conductor inside the twisted wreckage for more than four hours; nearly seven hours passed before the dead brakeman's body could be extracted. It is believed that erosion of the trackbed caused the derailment, but CSX is still studying the incident.

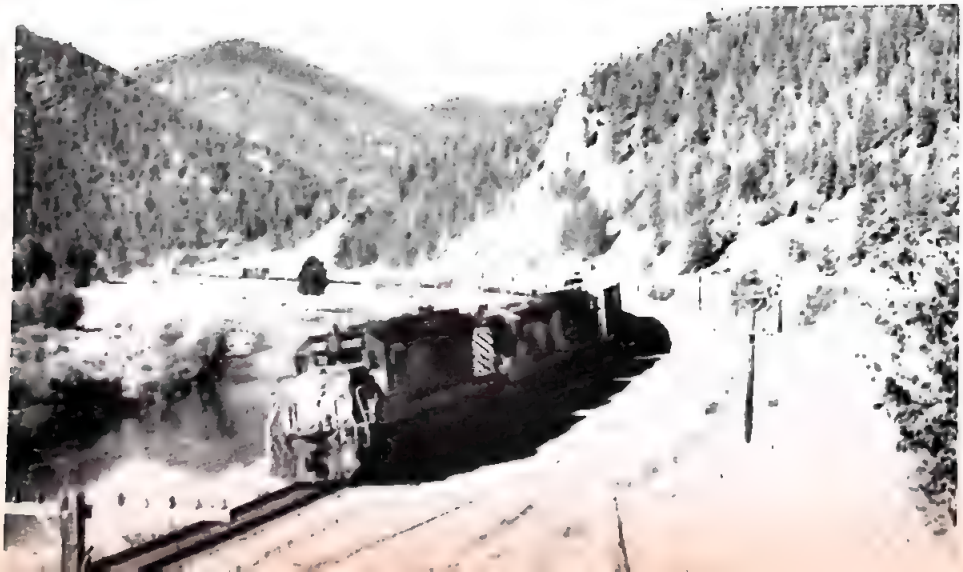
EASTBOUND

by Bruce Kelly

Driving from Idaho to a new home in New Jersey presented an opportunity to sample the flavor of railroading along the way.

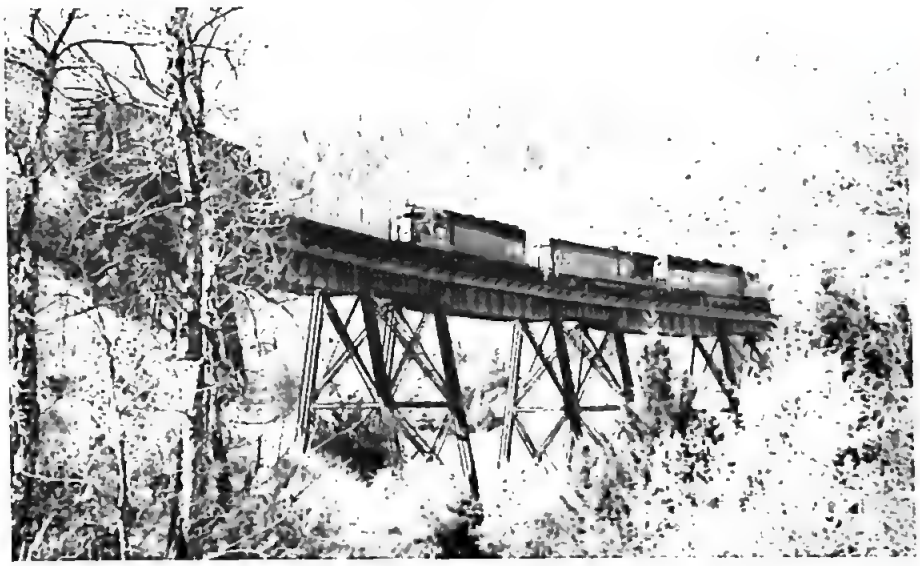
Friday, August 19, 1988, 8:48 a.m.: On the east end of Montana Rail Link's former-NP Missoula yard, symbol freight ML (Missoula to Laurel) gets under way (above) with a truly exhaustive effort from its SD40/SD9/SD40 road consist. An hour later, approaching Bearmouth (below), ML remains stuck at 30 m.p.h. because, as the crew reports, "a faulty speed governor" keeps knocking down the SD9. After a setout at Garrison, ML's load will be reduced to 5600 tons, but one of the SD40s is also experiencing troubles, leaving no choice but to add a helper for the 1.4% climb to Mullan Pass.

BN retains ownership of the 55-mile segment west from Helena over the hill to Phosphate for access to the Rarus Railroad and UP's Silver Bow Branch out of southern Idaho, so MRL operates on Mullan Pass through trackage rights. MRL couldn't master this 5566-foot crossing of the Rockies either eastbound or westbound without employing helper sets. Whether painted in MRL blue or the green of former owner BN, units assigned to Mullan helper service soon wear matching shrouds of black, the result of their oily exhausts being



PHOTOGRAPHY BRUCE KELLY

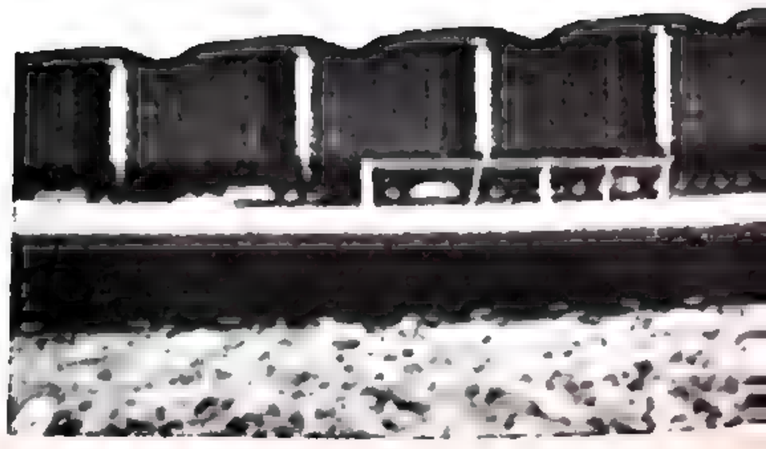
concentrated within the 3896-foot summit tunnel at Blossburg. On Mullan's 2.2% east slope, the four begrimed EMDs of Helper No.4 (below) lead ML down around the lower horseshoe curve at Austin siding. Ex-N&W 1543 is one of four SD35s with high short hoods now owned by MRL. Helpers aren't always needed on Mullan Pass, as demonstrated by MRL Train 122 (right) treading Skyline Trestle behind a BN GP50/B30-7A/SD40-2 power set, but the struggle of Helper No.1 around the upper horseshoe curve above Austin (above), working the middle of BN Train 121, proves that even in the diesel age, helper crews must still shove trains up Mullan Pass till the cows come home.

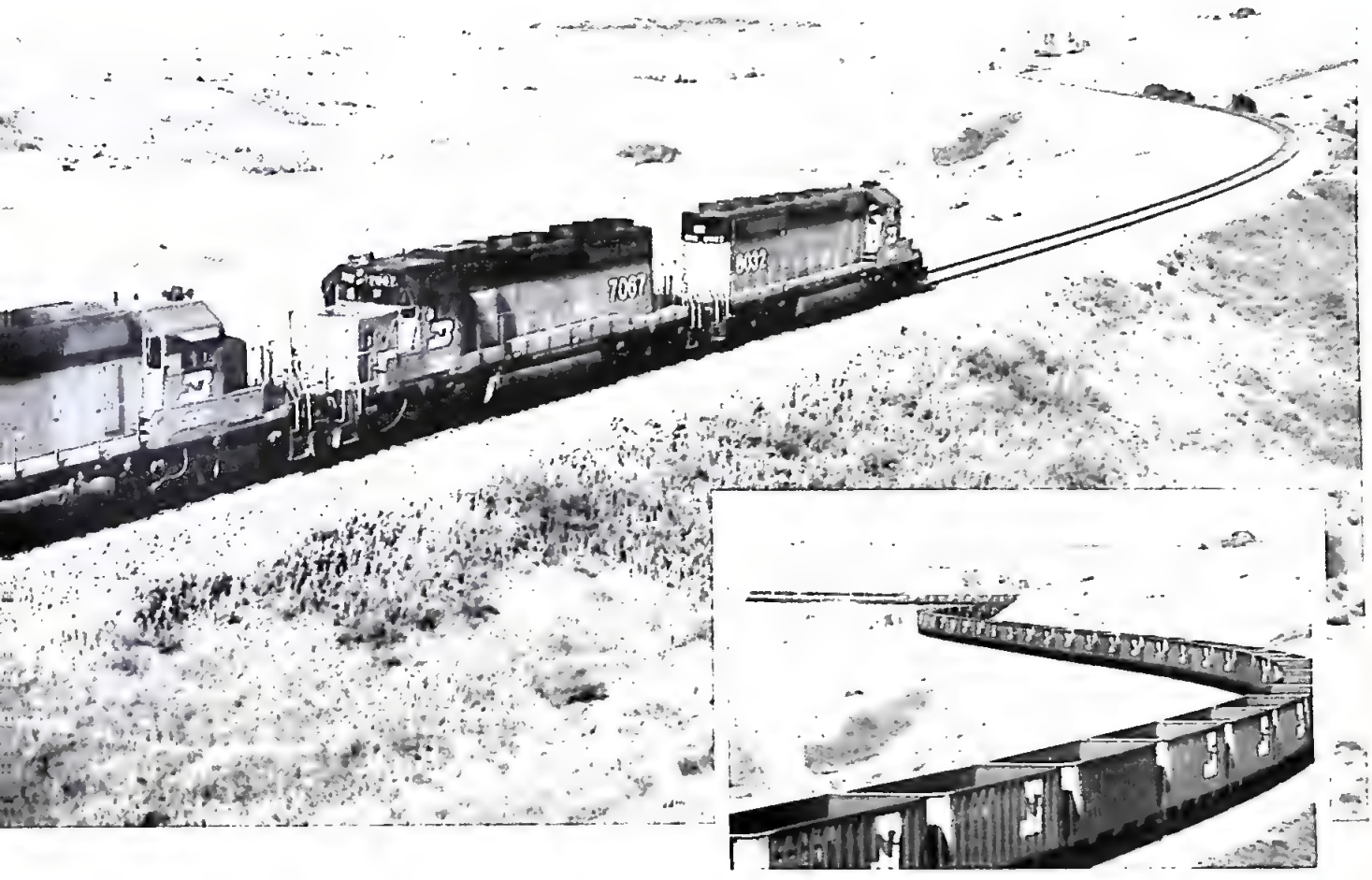


Coal Across the Badlands

North Dakota's desert landscape is being whipped by hot, dry winds from the southwest. Each lull in the gusts brings silence, then suddenly, *whirrr . . . moannn . . . hummm*. The power of BN Extra 8032 West rolls by (**right**) with dynamic brake fans howling. We're at Milepost 137 on the west side of Fryberg Hill, roughly the halfway point in a series of roller coaster 1.0% grades engineered by NP surveyors across the northern fringe of the Dakota Badlands. Those empty rib-sided hoppers following the four SD40-2s and two C30-7s down through the S-curves (**opposite, inset**) indicate this is one of BN's many unit trains that shuttles low-sulphur coal from northern Wyoming and southeastern Montana to the power plants of the Midwest and East.

On their eastward run, BN's loaded coal trains average 14,000 tons, quite a strain for even the five SD40-2s topping the hill at Fryberg (**opposite, below**) with V-16 engines roaring for every bit of their train's 15-m.p.h. speed. Over the hump and with drawbar slack bunched together, coal Extra 7819 East is up to 35 m.p.h. as its caboose (**below**) starts down Fryberg Hill's 1.0% east slope. Another 1.0% grade to climb east of Dickinson and it'll be mostly downhill the rest of the way to Minneapolis. The wrinkles in North Dakota's topographic fabric pose measurable inconvenience to BN's steel-wheeled coal conveyor, but not enough to prevent the railroad from being an industry leader in serving an energy-hungry nation.



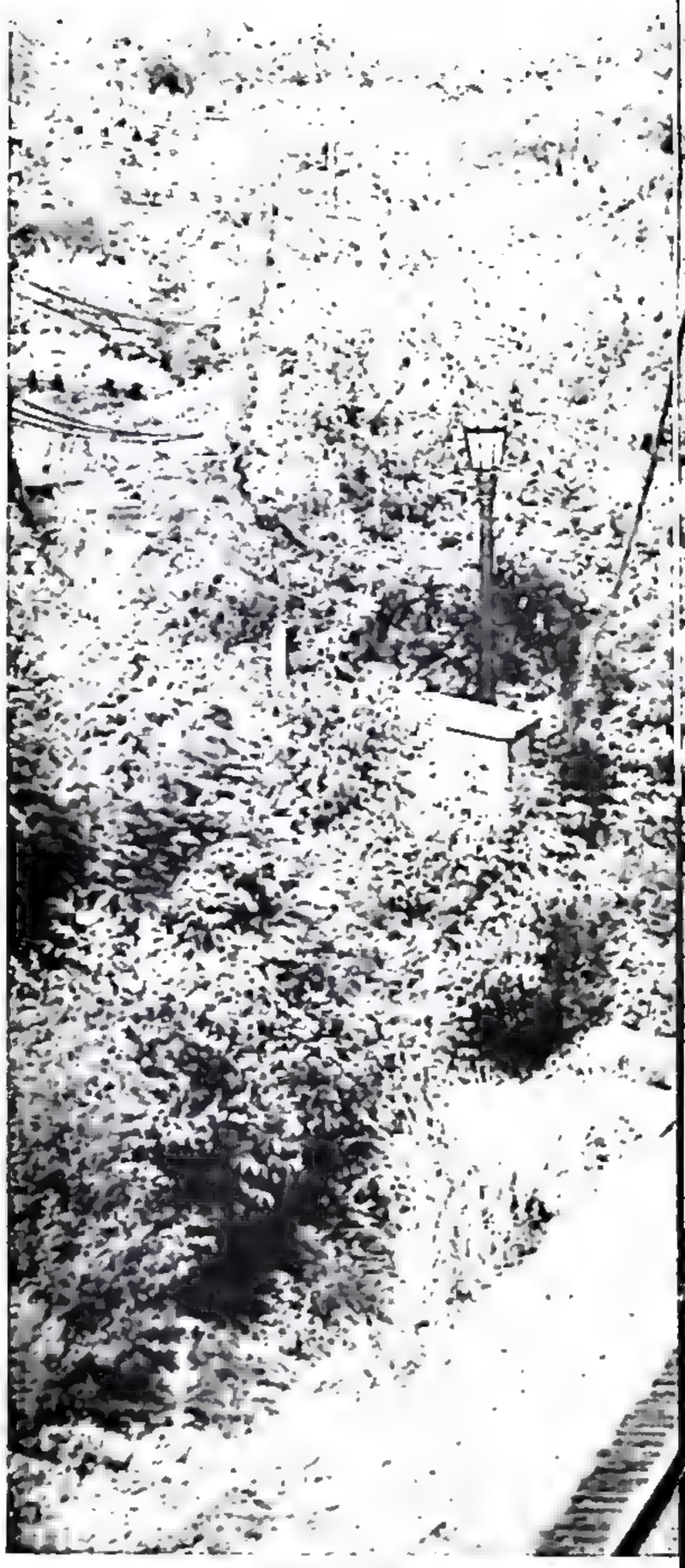


Heartland Town

One hundred and thirty miles southeast of the geographic center of North America lies the North Dakota town of Valley City, where a three-bay hopper (left) spotted off the Soo Line main for grain loading fulfills its minor role in the American heartland. This isn't Iowa or Nebraska or Kansas, but it seems every bit as much a trackside bread basket. Valley City also hosts the BN, which soars high over the Soo main line and the Sheyenne River (below) on a long steel trestle, guiding another empty coal train back toward the West. Hauling grain and chemical loads down from Moose Jaw, Saskatchewan, Soo Extra 6611 East (above) stops at the Valley City depot to await the meet with an opposing westbound. The delay allows the eastbound's crew to be taxied into town for supper before continuing on to the crew change at Enderlin.

Commodities on Wheels

Unit trains of iron ore and grain dominate the railroad scene in Duluth, Minnesota, and Superior, Wisconsin, the dual port cities where hopper cars dispense their loads into bulk freighters for shipment across the Great Lakes to the eastern U.S. and Canada. On an overcast August 22, 1988, a pair of "black patched" ex-Milwaukee Road Geeps (below) lug a Soo grain train through Superior, while later in the day, Duluth, Missabe & Iron Range chop-nosed SD9 302, SD9 161 and SD18 182 (above) ease their iron ore loads down Proctor Hill's 2.0% grade into Duluth Harbor under a torrential rainfall.



Commuting with *E*ase

*E*longated *E*MD carbody units in BN paint carry on the Chicago commuter tradition set down by predecessor CB&Q. The fleet of nine E8s and 16 E9s is combined with Budd bilevel gallery cars for push/pull service between Chicago Union Station and Aurora; they push cab-car-first toward the city during the morning rush hour, but with each evening's outbound commute, the Es lead the race west down a three-track speedway through the suburbs. 5:04 p.m.: E8 9904 **(right)** zips past Highlands with express Train 1217, overtaking Train 1215, which is slowing for its stop at Hinsdale. Chicago's Sears Tower is visible in the distance. 5:21: Hinsdale enjoys a very brief visit from E8 9907 **(above)**, while at 5:38, E9 9921 **(bottom, center)** hurtles through nonstop. Ten minutes later, Train 1243 pauses at Hinsdale **(bottom, right)** to discharge another gaggle of suburbanites. By dusk, the "Dinky" parade, as it is commonly called, begins to wind down, and the commuter trainsets regroup at Aurora's Hill Yard facility **(below)** to layover until morning. F40PHs and kit-bashed GP40s are simply no match for the enduring image of classic E-units in the Land of the Burlingtons.

9904
9901

7111

Heading 'round the Lakes

Former Soo Line GP30s 716 and 700 (above) stand silent with the sunrise next to the Waukesha, Wisconsin, depot. The units and the trackage beneath them were part of Soo Line's short-lived Lake States Transportation Division; in October 1987, the whole operation was sold to Illinois-based Wisconsin Central Limited. Now devoid of all Soo markings on its long, white hood and red nose, the 716 is started up at 8:11 a.m. (left), given the once-over by its two-man crew, uncoupled from the 700 and throttled out of town to work the morning's Waukesha Job.

At the southern tip of Lake Michigan, C30-7As 6567 and 6550 (below) roll a westbound Conrail coal train through Ogden Dunes, Indiana, paralleling the Chicago South Shore & South Bend's passenger line. Farther north around Lake Michigan's shoreline, CSX GP38-2 2666 (below right) runs a local down the C&O line south of St. Joseph, Michi-

gan, where the sand and the surfers at Silver Beach make things look more like southern California's *San Diegan* route. A daily visitor to Conrail's double tracked ex-NYC Water Level Route around Lake Erie is Amtrak 49 (**right**), the westbound *Lake Shore Limited*, shown sailing into Millbury, Ohio. The three F40PHs and their 18-car train are just nine miles away from the station stop at Toledo's Central Union Terminal. Another train destined for Toledo is the Grand Trunk Western freight (**above**) racing south through Monroe, Michigan, on the old Detroit & Toledo Shore Line main. The five-unit EMD consist led by GP38 6219 is making quite a rumble as it heads onto Monroe's bridge across the River Raisin. Railroading around the industrial cities of the Great Lakes region is as busy and colorful a train show as any in the nation.

Multi-track Tradition

The big-time railroading of the NYC can be seen on today's Conrail—even where the four-track main line has been whittled down to two or three. Two headlights, each capped by pillars of black exhaust, appear on the ex-NYC main east of Cleveland (**above**). It's a race, and at first the winner seems to be Extra 6550 East. Coming up the adjacent main is a coal train with GP8s 5454 and 5452 struggling to accelerate their black burden. By the time the Geeps get close (**below**), however, they have matched the speed of the manifest, keeping pace with the company boxcars alongside. When last seen, the two were neck-and-neck, headin' east.

The GP8s were rebuilt from NYC and Peoria & Eastern GP7s (5912 and 5617, respectively) by Morrison-Knudsen in 1978 but kept their long-end-forward orientation. The old "Central" is still in evidence on The Water Level Route. And did those GEs look familiar? The two C30-7As are the same ones which powered that coal train at Ogden Dunes (page 40) the previous day.

West meets East

Right next to the old NYC main line in Erie, Pennsylvania, brand new Union Pacific DASH 8-40Cs (right) line up behind the fence of General Electric's locomotive plant. Soon they'll be strutting their stuff on Sherman, Cajon and Altamont.

Diesels whose careers took an opposite course are the BN SD45s and F45s that were bought up by the New York, Susquehanna & Western. After the ICC ordered the NYS&W to provide "directed service" on Guilford's beleaguered Delaware & Hudson Railway on June 22, 1988, former BN units like SD45 6513 and F45 3636 (below) could be found rubbing grabirons with D&H Alcos (in this case, C424m 452) at Conklin Yard in Binghamton, New York. Today, the transplanted Westerners can be seen from Buffalo to Rouses Point, nearly 2000 miles from their original haunts of BN's Marias, Mullan and Stevens passes.

Having traveled roughly the same distance, this similarly transplanted Westerner is about an hour short of journey's end on the morning of August 26, 1988, with time enough for a quick photo of a westbound Conrail freight being held at Port Jervis, New York, while track crews tie up the main.

Through a telephoto lens, blue SD40s look about the same as green ones. So, while the East may lack snowsheds and exotic desert scenery, the West holds nothing like the Corridor, Saluda Hill or New Haven-painted FL9s—and just try finding a green SD45 on the BN! ⊂

Behind the scenes of a "whistle stop" tour with North Carolina's governor.

Jim Martin's Campaign Train

by Doug Koontz

Monday, October 24, 1988, dawned clear and cold, with the frost clinging to the crossties. Sitting on Track No.1 of Southern Railway's Piedmont Division, Asheville District, at the site of the former Asheville passenger station, was an odd-looking, little three-car train, allowed to stand on the main line overnight so it would be in the proper position come the morning. The blocking of a main for such a long period of time indicated that Southern had an important passenger: North Carolina Governor Jim Martin.

On this chilly Monday morning only three weeks before the election, politics were in the air, and this was no joyride. Running for re-election, Martin was moments from stepping aboard his own campaign train destined from the mountains of North Carolina across the state to the Atlantic Ocean.

Monday mornings are everyone's least favorite time of the week. And when they start at 4:30 a.m., you know it's going to be a long day. The governor's staff arrived trainside in the predawn darkness around 6:00 o'clock. Some were family, some friends, some college students and some volunteers. Each had a job to do to operate a first-class campaign train.

The first step was to decorate the equipment. Banners and signs along with masking tape by the garbage-bag-load transformed stainless steel into red, white and blue. Martin's staff devised an interesting plan to affix the signs with enough tape to survive a three-day journey and remain intact. The bunting was a different story; experience had shown it couldn't survive three days of fast running. A couple of ingenious people in the campaign applied the "shower curtain theory". Ordinary shower curtain hooks were affixed to the outsides of the cars with tape. Identical hooks on the bunting allowed for a businesslike hook and release at the decorating stops.

At 7:20 the governor's entourage arrived, and their baggage was stowed on board. Promptly at 7:40, Martin was ushered to the speaker's platform in the doorway of the second car. Speeches were made, hands were shaken, and, as departure time drew near, Martin worked his way through the crowd to the rear car. Here, on the open platform, Martin and his wife Dottie, flanked by a group of news photographers, smiled and waved to the public as the special eased into motion.

After the train rolled out of sight behind a kudzu-covered hillside, brakes squealed, vestibule traps crashed open and campaign staffers hit the ballast with ladders in hand. The side-mounted podium was moved back into traveling position, and bunting came down. With the trainmaster watching the rear and the road foreman checking the head end, safety was the order of the day. This group hadn't been around trains before and needed a little extra attention.

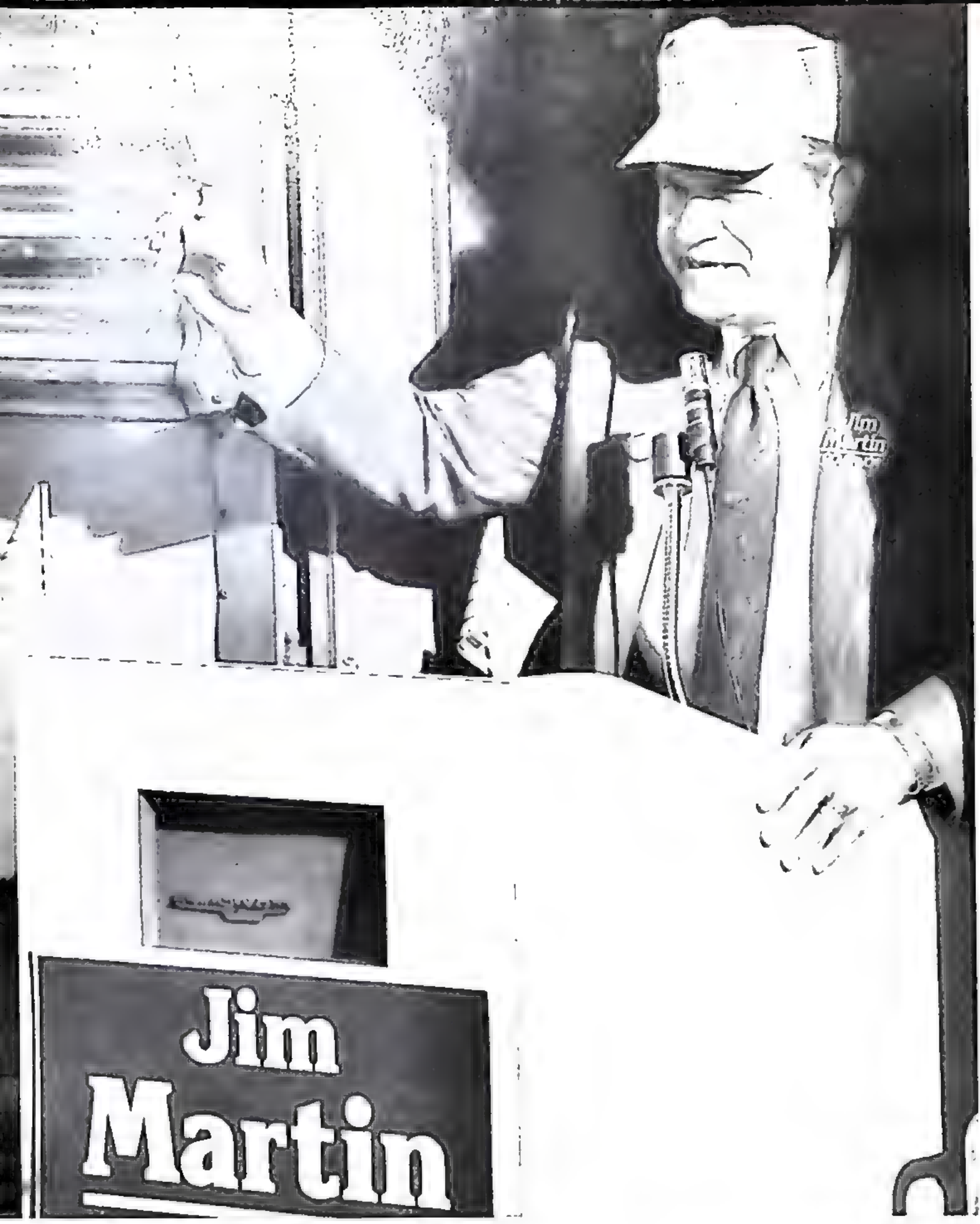
This scene of people clambering all around the cars with ladders would be repeated many times over the next two days, as each campaign location consisted of three separate stops. The first, a decorating stop, was executed just out of sight of the crowds. Here the podium was moved out into position. Also, the bunting was applied along the car sides and over the *Caritas*' rear coupler. Then the train would ease into the rally site. After the stop was complete, the special would slowly pull out of view and stop to take everything down once more.

Planning for this trip had begun about six months before when the Martin staff decided to run a repeat of their highly successful 1984 venture that had helped elect Martin, one of only two Republican governors in this century for the state of North Carolina. The 1984 campaign had used two private dome cars, both owned by Jerone Bolick of Conover, N.C. However, due to conflict in scheduling, neither of these was available, forcing the staff to look elsewhere.

Norfolk Southern was approached to equip and operate the special, but it didn't have the necessary cars available, leaving the campaign staff in a quandary. The trip had been approved and expenses authorized, but there was no equipment to be found. Fortunately, a new company had recently been formed by Jim Fetchero of Charlotte, N.C. Rail Services is a railroad consulting firm whose area of expertise includes operating private trains and brokering private rail cars.

Negotiations soon began between Rail Services and the Jim Martin Campaign Committee to assemble a special for the governor. Many different cars were considered before making a final selection. Cars considered were the *King Cotton*, based in Birmingham, Ala., and the *Babbling Brook* based in Charlotte, N.C. The *King Cotton*, owned by the Columbus & Greenville Railway, was ruled out because of the high cost of deadheading from Birmingham and low seating capacity. The *Babbling Brook* was selected for the train, but before a deposit could be made to reserve the car, another commitment was firmed up. After several other cars were considered, a perfect little train was finally assembled consisting of the *Pine Tree State*, *Clinchfield 500* and the *Caritas*. The latter, an open platform sleeper lounge owned by Clark Johnson and based in Boston, provided accommodations for the governor and his staff. The *Clinchfield 500*, a coach

PHOTOGRAPHY: DOUG KOONTZ



NORTH CAROLINA Governor Jim Martin used a railroad theme in addressing the crowd at Salisbury. On the night before departure (left) the train was ready for occupancy at Asheville. The staff decorated the train (below, at Lexington) before each stop.

had to be in Asheville on October 22-23 for the Asheville Chapter's excursion trains. After much planning and negotiating, it was decided to deadhead the *Caritas* on Amtrak from Boston to Charlotte where she was coupled with the *Pine Tree State*. Both cars were then moved to Salisbury via local freight service. After spending a day, the two cars were then married up with the regular consist of the Norfolk Southern excursion train which had just finished a special trip for the North Carolina Transportation History Corporation of Spencer. This allowed all the equipment to be deadheaded to Asheville as a special passenger move. The benefits of such a move include less wear and tear on the equipment since it is not in a long heavy freight train, and cheaper transportation.

Upon arrival in Asheville, the *Caritas* was parked on the office car track for the weekend. The rest of the consist made two excursion runs for the Asheville Chapter NRHS. Sunday afternoon the three cars were switched together and parked for occupancy for the campaign committee.

Once the opening ceremonies were completed, Martin's *"Express '88"* rolled past the splendid fall colors of the North Carolina mountains. The train descended the Southern's loops near Old Fort (see page 66), and then stopped at Marion, Morganton, Hickory, Statesville and Salisbury. It then turned south on the Alexandria-to-Atlanta main, with a stop at Kannapolis before a 6 p.m. arrival in Charlotte.

The last stop of each day was at a major metropolitan area. Arrivals were timed to coincide with live coverage on the evening news. Because of the importance of maximizing Martin's exposure

owned by the Watauga Valley Chapter NRHS, provided general seating for the workers and political riders. The ex-New Haven *Pine Tree State* with six double bedrooms and a cafe lounge, owned by the Piedmont Carolinas Chapter NRHS, provided galley space and accommodations for the news media and crew.

Up front was a slightly dirty Norfolk Southern GP38. The weeks of phone calls requesting a clean engine, and even a last-minute request by the train crew to wash the offending unit, went unheard. For the next three days the train would be propelled by a dirty engine.

After the selection process was complete, the next step was figuring out how to get all the cars in place for the trip. As luck turned out, the committee had picked a schedule that allowed for minimal deadheading. Two of the cars

in major markets, this schedule was strictly adhered to, even if it meant cutting a few speeches short.

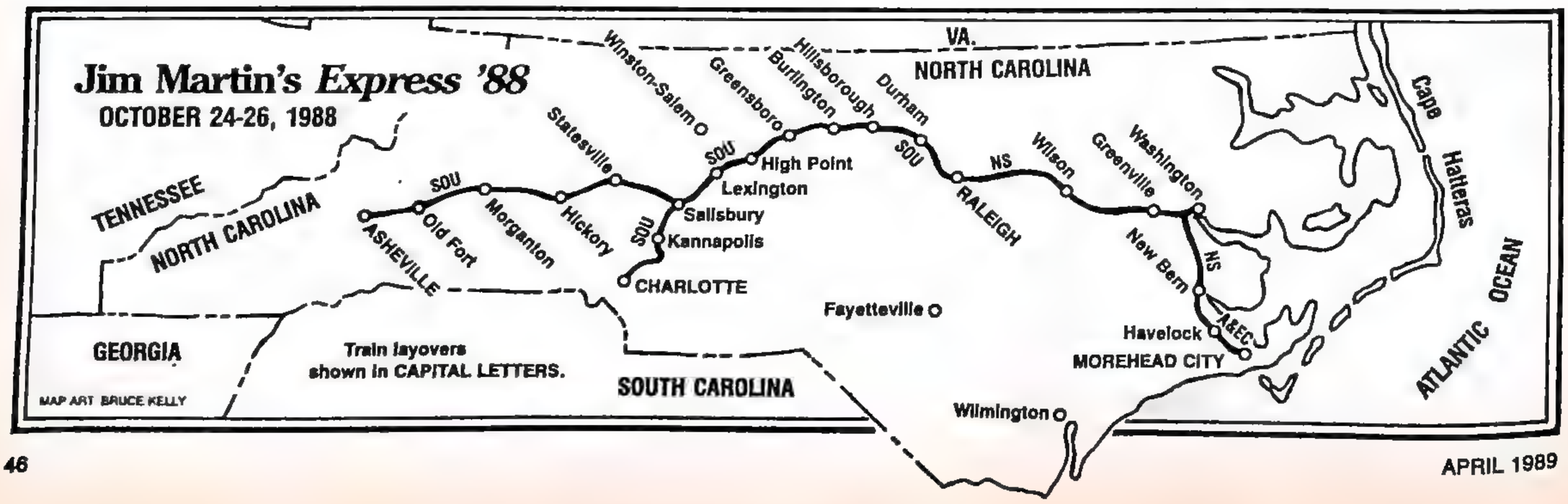
At each stop, the governor (decked out in an engineer's cap and clutching a gold painted spike) would take position at the podium for his speech. He spoke of his term in office "unifying the state, just like the railroad upon which we are riding." He also spoke of his leadership "having the power to pull North Carolina into the future, just like the power of the great locomotive pulling this train."

After the speeches were completed, down into the crowd Martin would go. He was not alone, however; two North Carolina plainclothes state troopers shielded the governor. While on the ground, the governor took a turn directing a few of the bands that were on hand. Then on cue from the locomotive's two horn blasts, he worked his way to the rear platform, giving the photographers one more shot as the train eased out of the station.

Notable personalities accompanied Martin on various portions of his campaign swing. The first day saw Martin hosting race car driver Richard Petty and Texas sausage king Jimmy Dean. On the third day, U.S. Senator Jesse Helms joined the trip. Press access for interviews was an important logistical consideration for the campaign staff. The lounge area of the *Caritas* served as a stage for interviews, with journalists wisked back to their offices by van after departing at various stops.

In Charlotte, after the departure of the TV crews, Martin and his staff departed for a nearby rally and finally their hotels. However, the Rail Services crew, consisting of Jim Fetchero, Frank Crowley, Martin Burrows, Danny Gurley, Clark Johnson, Lisa Lavina, Jim McBryde, Steve Dealy and this writer, had much work to do before they could call it a day. All three cars needed extensive cleaning and vacuuming to ready them for the second day. Dinner for the crew was next. During dinner, the crew watched the local news on the *Caritas'* TV and saw clips of the day's trip. The final project for the evening was icing the train for the next day. Finally around 11:30, after a 17-hour day, the crew was able to get some rest in the sleeping compartments of the cars. Rail Services also provided a van and driver for ground transportation, supply runs and emergencies. At night the van was used for the above-mentioned icing runs which consisted of several trips between the ice machine and cars.

Tuesday began with the crew a little more relaxed, the first day's hustle and bustle over with and everything ready to go. After departure, Martin took advantage of some backtracking to enjoy the trip from the rear platform of the *Caritas*. As the train rolled north



th[illegible]gh the co[illegible] of Concord, La[illegible] and Chin[illegible], the governor so[illegible]d in the warm sun before the first campaign stop. While en route he chatted of his hopes of bringing back North Carolina's lost 403(b) Amtrak service, the *Carolinian*. He also spoke of how great the previous train had been for his campaign. In fact, the first campaign train was credited with swinging the election in his favor. He even took time to explain to his wife the lack of a "click" from the welded rails.

Today's trip would travel through the Piedmont, the central and most populated part of the state, with stops in Lexington, High Point and Greensboro on the Alexandria main line before turning east on the Raleigh District with stops at Burlington, Hillsborough and Durham. At Durham, Martin and his staff departed for an evening rally and a night in their own beds.

The train and Rail Services crew deadheaded into Raleigh. Here the on-board crew found that without the governor on board, they were just another train. Just outside of Raleigh the special had to wait for a Southern freight to clear. Unfortunately, the freight, in turn, had to wait for the passing of the southbound *Silver Star*. The extra time consumed caused the freight crew to go dead on the Hours of Service law. The special sat behind with its crew also on the verge on hitting its twelve-hour limit. Raleigh yard crews pulled the freight into the clear, and the special slid into the yard at 9:00 p.m., exactly twelve hours after going on duty in Charlotte. The on-board crew took advantage of the wait to do the majority of the cleaning. Upon arrival at Glenwood Yard, watering and icing the cars was all that remained before the crew crashed at the end of day two.

Wednesday morning the crew's heavy sleep was shattered by a no-holds-barred coupling. As our GP38 returned from the service facility, its first order of business was to move the special from the yard to the Amtrak station. The Martin staff arrived earlier than expected to facilitate an easy departure from the state capital, catching several crew members still in the showers.

The third day's route was through the sparsely populated "Down East" section of North Carolina traveling along the route of the old Norfolk Southern Railroad and the Atlantic & East Carolina Railway. Passing through the tobacco farming communities of Wilson, Greenville, Washington, New Bern and Havelock, the train moved closer to its final destination of Morehead City on the Atlantic Ocean, a full 520 miles and three days away from Asheville, the "Land in the Sky."

New Bern was one of the highlights of the trip, where the main line to Morehead City travels down the center of the main city street for about a mile. Train speed along this street is restricted to 5 m.p.h., and each cross street must be flagged. Here the only practical way to take several photos was on foot. After shooting the front and back of the train, I was off in hot pursuit. After the third shot was complete, Martin riding on the crowded platform became amused at this camera-clad person running after this train. He leaned over the platform railing and, in his best Bartles & Jaymes imitation, said, "We thank you for your support." Unfortunately, due to spasms of laughter, the chase was over.

Upon arrival in the port of Morehead City, the train stopped across the street from the Carteret County Civic Center. Here Martin and his staff departed the train for the last time for a rally at the civic center. The campaign committee departed well satisfied with the railroad and Rail Services' operation.

As the crew departed, hopes were high that Martin would be successful in his bid for re-election. Two weeks later on November 8, Jim Martin was re-elected to a second term as governor with 56% of the vote. He is the only Republican governor to be re-elected in this century in the state.

Spending three days with a governor, when he is on your turf, can be an enjoyable experience. This gave all on board a chance to see the man behind the office. Martin proved to be cordial, friendly, even funny at times—to the point of going from automobile to automobile soliciting votes at a street crossing blocked by the train in Greenville during the undecorating stop.

The three days included intense work, long hours and a lot of fun. My thanks to all the crew members whose hard work made the trip possible.

Looking back, the election of 1988 was termed one of the most negative in recent history with many voters choosing the "least of all evils" candidate. In North Carolina things got so bad that one candidate produced a commercial with monkeys depicting Governor Martin "in action." In contrast, this train was one of the highlights of Campaign '88. The attitude on board was positive and exciting.

It was a needed change.

PRESS INTERVIEWS with Governor Martin were held in the lounge of the *Caritas*, and speeches were made from a podium in the door of the *Clinchfield 500* (below). The street running (opposite left) in New Bern was the railfan photo highlight of the trip.

PHOTOGRAPHY BRAM BAILEY, EXCEPT AS NOTED

Inco Limited's Electric Empire

Vintage electric locomotives work the copper and nickel mines and smelter at Copper Cliff, Ontario.

by Bram Bailey

Where can you find a 90-mile industrial railroad, operating daily, that rosters 19 electric locomotives that average 44 years of age? The answer is: International Nickel in Copper Cliff, Ontario, Canada.

The electrics date back to the 1920s when Inco retired their steam locomotives in favor of the "modern" motors. This decision was driven by the fact that a mining operation uses a lot of electric power, much of it generated by Inco. With electricity readily available and inexpensive, the choice was obvious.

Unlike many of today's electric operations transmitting high voltage a.c. and converting it to d.c. within the locomotive, Inco's system was built to traditional trolley standards with 600 volts d.c. transmitted through the overhead. This power is applied directly to the traction motors through the usual series to parallel steps with resistance grids.

The question of why Inco hasn't dieselized their operation is an obvious one. I posed it to Morris Bertrand, Inco's general foremen of rail operations. His answer was short and straight to the point. "Electrics are cheaper to operate than diesels on a per hour basis. In addition, they don't wear out. As long as the frame is sound, we have the capability of rebuilding the entire locomotive." He indicated that Inco will continue to use its electrics on into the foreseeable future.

To see how the railroad fits into Inco's operation, it helps to understand some of the basics of nickel mining. Typical ore contains about 1% nickel and 1% copper. To look at this another way, a ton of ore will yield 20 pounds of nickel and 20 pounds of copper. This means that a lot of ore has to be moved to keep the smelter going.

The first step in the mining operation is done under ground. As the ore is removed from the ground, the primary crushing operation takes place. The result is rock no larger than eight inches in diameter. Once this is hoisted to the surface, it is loaded into ore cars. There are many mines in the Sudbury Basin. The Levack operation is switched by electrics. Most other mines are switched by trackmobiles.

The Levack facility is not directly connected to the Copper Cliff operation, so the ore is transported by the Canadian Pacific. Other outlying mines are served by the Canadian National or the CPR.

The coarse ore is brought to the Clarabelle Mill where a rotary dumper unloads the ore jennys, two at a time. In the winter, a six-track heating shed is used to thaw the cars before they get to the dumper. Each track holds 16 cars, and the heat is provided by natural gas burners.

Once delivered, the coarse ore is

CHRIS D'AMATO

STEEPLE CAB ELECTRICS still work the extensive trackage around Copper Cliff. The 85-ton 122 (left), shown at the smelter in August 1986, was acquired from Kennecott in 1971. The 100-ton 120 (below) was built by GE in 1954; it is shown here working the rotary dumper at Clarabelle Mine on a dreary September 21, 1987. Inside the shop in 1980, one of the GE 65-ton diesels (above) was sitting beside the ex-Kennecott 123.

...ved in a 30,000-ton capacity bin. From there it is fed through a series of screens and crushers, reducing it to marble size. The ore is then ground to a powder the consistency of sugar. The powdered ore is mixed with water producing a slurry consisting of about 10% solids and 90% liquid. Once the ore reaches the slurry form, the rail operation plays a very small roll until later in the cycle.

A flotation process removes a considerable amount of rock that goes out as tailings. It is of little value for anything other than landfill. Some of the tailings are used to fill mined-out areas underground. The flotation process also separates copper ore from copper/nickel ore.

The copper ore is dried to a green powder, mixed with sand and fed into the top of a flash furnace. This furnace is fired by natural gas or oil, whichever is less expensive at the time. As the powder falls through the furnace, it forms a liquid copper "rain" within. The slag, formed by the waste materials, is skimmed off and deposited in slag cars known around the smelter as "slag pots." The molten slag is transported to one of five slag dumps.

The molten copper is poured into 120-ton capacity torpedo cars for delivery to the refinery. At this point the molten copper is almost pure and heated to 2100 degrees. Five to six times a day the torpedo cars move from the smelter, on the north side of Highway 17, to the refinery on the south side of the highway. This gives you the opportunity to photograph it at least three times a day in the daylight.

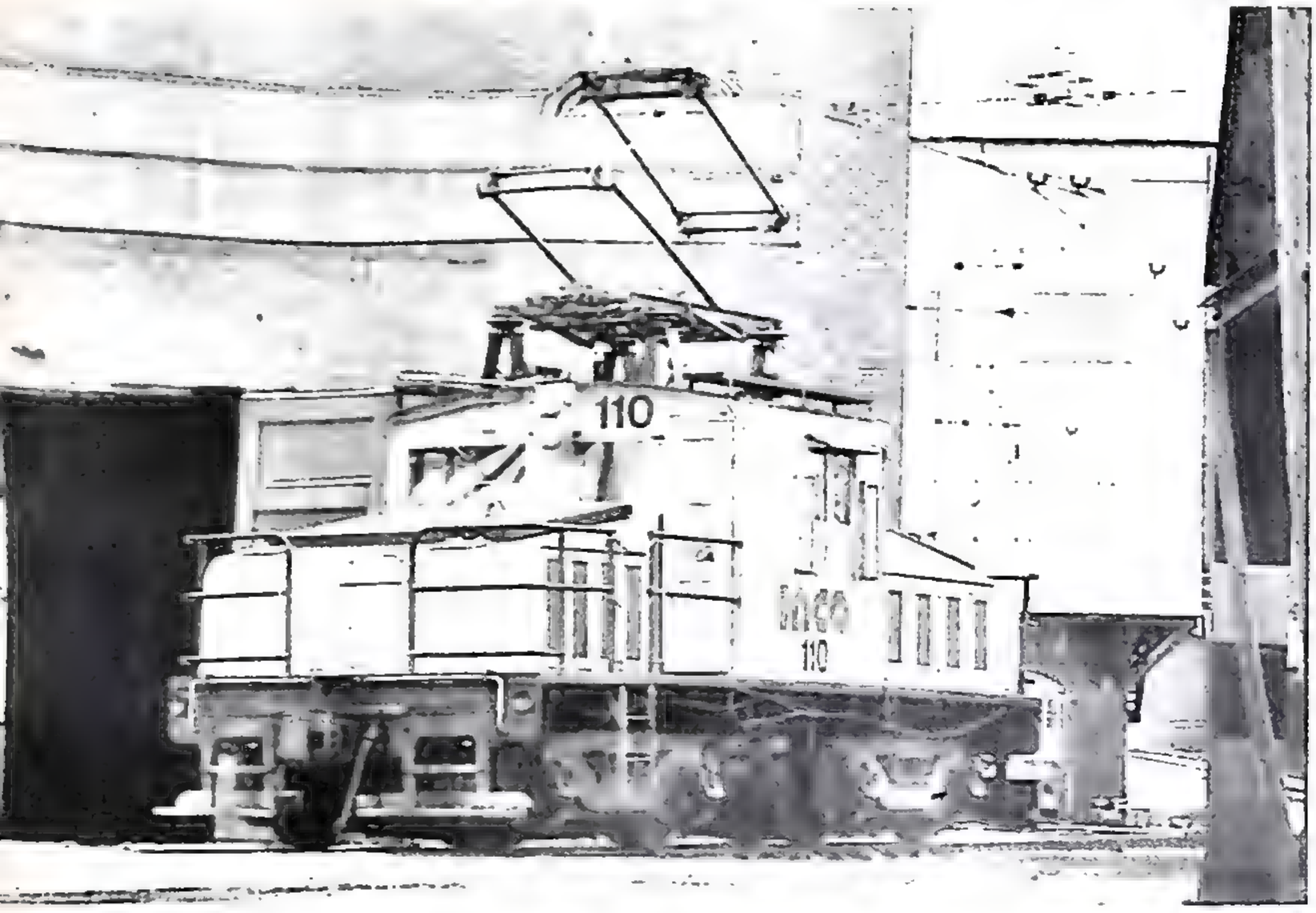
At the refining facility, the copper is cast into "anodes" and is then further refined through electrolysis. The pure copper leaves the facility as rounds, bars and billets in boxcars and trucks.

Going back to the nickel/copper ore, called nickel concentrate, some of it is transported in special slurry cars to the sulfur products plant. Here sulfuric acid is produced as a by-product. This is shipped out in tank cars. The roasted nickel calcine, with the sulfur products removed, is returned to the smelter in the same slurry cars.

At the smelter, the nickel concentrate and calcine is thickened to the consistency of mud by removing much of the

BONNIE KOKET

CHRIS D'AMATO



HANDSOME GE 85-TONNER 110, built for Inco in 1936, was working among the smelter buildings in 1980. Molten copper is moved within the facility in 200-ton "torpedo cars" like the No.5 (below) being prepared for loading on September 21, 1987.

water. They are then introduced into the multi-hearth roasters. During the smelting, sand is again used as a flux, and the impurities are skimmed off as slag, which is transported by rail to the dump. The molten nickel/copper is poured into 25-ton ingots measuring $2'1/2'' \times 4' \times 10'$ in size. As the molten metal solidifies in a slow cooling process, the copper molecules migrate together.

Surprisingly, the ingots are then ground up, and a flotation operation, similar to the one previously described, separates the copper from the nickel. The final nickel product is pellets the size of ball bearings that are shipped out by center flow hopper or truck.

Nickel is used in the production of stainless steel, specialty alloys, coinage and high temperature applications in the nuclear and aerospace industries. The mid-1960s produced the boom years for Inco's Copper Cliff facility. With the scaling down of the military requirements as well as the automotive world's switch to plastic in place of chrome, the market for nickel had softened as of the summer of 1987. Since then the demand for nickel has gone up considerably due to increases in the production of stainless steel.

Now that you know a bit more about the nickel mining operation, let's look at the four major facets of the railroad operation at the Copper Cliff facility.

Ore

Rough ore is hauled in from the outlying mines by the Canadian Pacific and Canadian National railways in 28-foot ore cars. It is delivered to the rotary dumpers at the Clarabelle Mill by the Inco electrics. There are also active mines at Copper Cliff served directly by the electrics. Moving ore is a 24-hour-a-day job at Inco.

The slurry cars typically run at night. They are owned by Inco but were purchased from CP Rail. As of this writing, they are still in CPR livery.

Interchange

Empty acid tank cars are continuously coming in as loaded ones leave. Sand comes into the facility in covered hoppers, while the nickel pellets are shipped out in the same type of cars. Copper leaves the plant in boxcars. These moves are not limited to day shift, but are most likely to occur during that time period.

Hot Metal

The torpedo cars carrying molten copper make five or six round trips a day. They can be seen crossing the highway without the observer coming onto Inco property. The torpedo car weights 200 tons empty and carries a payload of 120 tons of molten copper at 2100 degrees.

Slag

By far, the most spectacular operation is the dumping of slag, and it happens about once an hour, 24 hours a day. The molten slag is deposited into slag cars directly from the furnaces. Each car has two bowls capable of 25 tons each. A typical train will consist of four cars, called "slag pots," pulled by an electric locomotive.

The loaded cars are pulled out of the smelter. Through the use of a balloon track behind the smelter, the train is reversed and pushed to a designated dump site (there are five slag dumps available). Once at the dump site, the slag dump leader takes charge. It is up to him to determine the exact position of the dump as well as the sequence. His is a very dangerous job. He is standing next to the car as 25 tons of 1800-degree molten slag is discharged from the opposite side. He resembles something from another world with his silver fire suit, spats, helmet and protective face shield.

When the slag first leaves the car it is red-orange in color and appears to be the consistency of tomato juice. As it travels down the embankment, it resembles a lava flow. Initially, it is red hot, but within a few minutes it cools to a dark gray color.

High winds can further complicate matters causing the molten slag to

THREE KODACHROMES BRAM BAILEY

"splash back" as it is dumped. The slag dump leader does get some protection from the trucks of the car but must still be very cautious in the performance of his job. While I was photographing the dumping process, a minor splash back burned through an air hose like a hot knife through butter. Extra air hoses are kept on each locomotive for just such situations, so it was replaced on the spot.

The temperature of the outside of the car permits the slag nearest to the edge to cool to the point of partial solidification. The semi-solidified slag left in the bowl is called a "skull." Often the bowl must be rocked back and forth, then dumped again to get rid of this material. Before the cars are loaded, the bowls are coated with lime to ease the release of the skulls.

The dumping of slag can be particularly spectacular on a clear night. The sky and surrounding area light up as the red hot slag cascades down. The first thought through my mind was,

DUMPING SLAG at Copper Cliff is a spectacular process, as shown by this night view on September 21, 1987 (above), and the close-up scene (below) earlier that same day. Back in 1970, the Inco units were painted orange like motor 102, shown (top) in front of the main office. The shop scene (below left) shows motors in 1980 now painted yellow.

EKTACHROME CHRIS D'AMATO

BONNIE KOKET

THE SLAG DUMP LEADER, in his silver fire coat, dumps the slag pots in September 1987. A telephoto lens can get photos like 122 (bottom right) at the smelter.

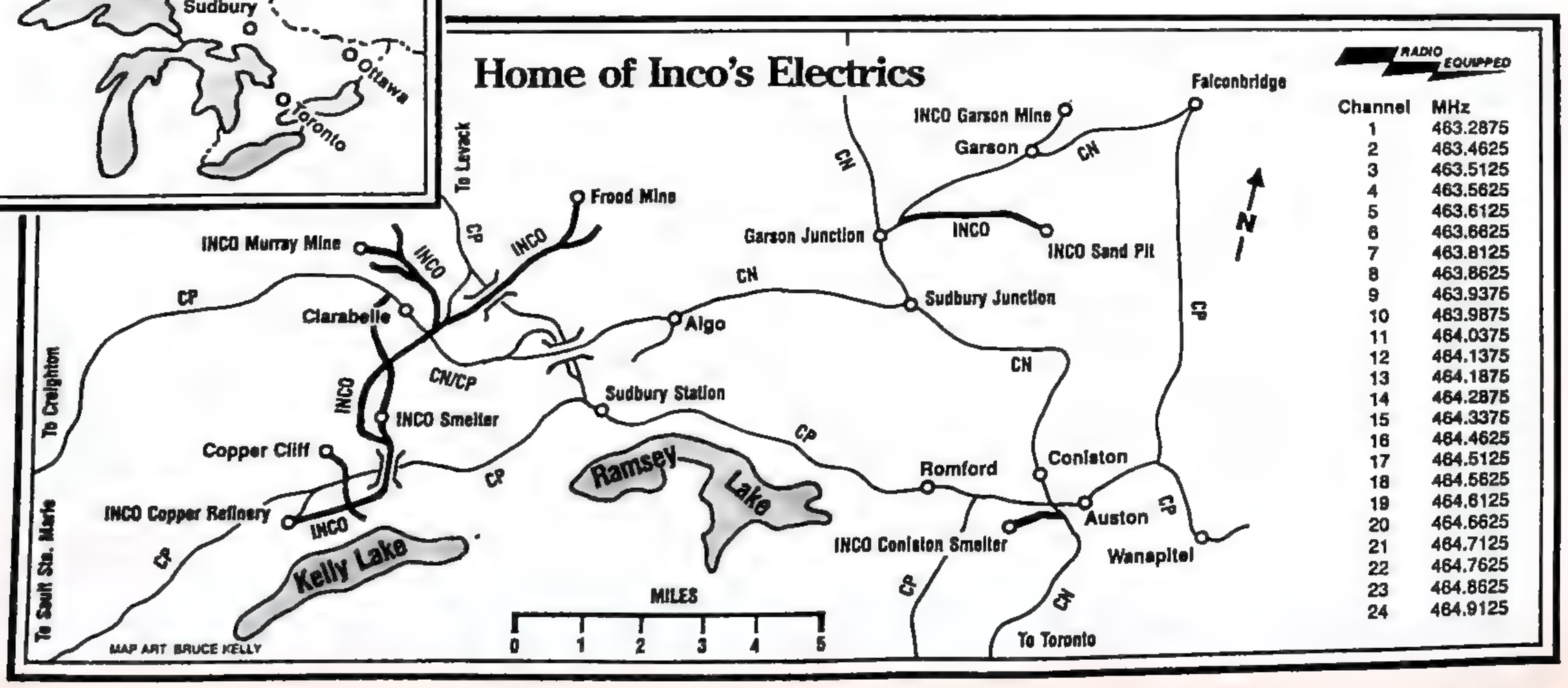
"This must be what Hell looks like!" It is not unusual to see a group of people watching this operation when the visibility is good. It is so popular that there is even a special phone number to get slag dump information, 705/682-6666.

Once the dump is completed, the train returns to the front of the mill where the slag pots are limed and a "car knocker" inspects the train for splash back damage. With the inspection complete, the train is ready to be loaded and repeat the process over again.

This operation is critical because the smelter must be shut down if the slag can not be removed at the proper time. It is for that reason this operation goes on 24 hours a day, no matter what the weather may be doing. Ice storms seem to cause the most difficulty, but the people of Inco's Transportation Department consider dealing with Mother Nature just another part of their job.

The slag dumps are high peninsulas with tracks on both outside edges. As they fill the dump, the tracks are moved over. Steel ties are used to prevent the inevitable fires caused when molten slag comes in contact with conventional wood ties. Even the overhead is temporary. The poles are on skids made of steel "I" beams. Both the track and poles are repositioned using bucket loaders.

Slag is mined from the inactive dump sites by being crushed and loaded into hoppers. There is a good market for slag as railroad ballast as well as in road construction. As an example of the magnitude of the slag operation, 1,400,000 tons of slag come out of the Copper Cliff facility per year. To put this into perspective, imagine a six foot wall around an NFL football field. Fill it to the top with slag—now do it 27 more times! That is one for each team in the National Football League. This would equal 1.4 million tons of slag, a year's output from the Copper Cliff smelter.



Inco Limited Locomotive Roster

As of 10/10/88

Electric Locomotives

Number	Builder	Built	Acquired	H.P.	Weight	Notes
101	Westinghouse	1919	1926	400	50 tons	1,4
102	Westinghouse	1919	1926	400	50 tons	1,2
103-107	GE	1919	1926	500	50 tons	1,2
108	Westinghouse	1919	1930	400	50 tons	1,4
109	Westinghouse	1919	1936	400	50 tons	3
110-111	GE	1936	1936	660	65 tons	4
112-113	GE	1938	1938	1060	100 tons	4
114	GE	1942	1942	1060	100 tons	4
115	GE	1942	1942	660	65 tons	4
116	GE	1942	1942	1060	100 tons	4
117	GE	1926	1952	640	80 tons	4,6
118-119	GE	1953	1953	1060	100 tons	4
120	GE	1954	1954	1060	100 tons	4
121	GE	1955	1955	660	65 tons	4
122-124	GE	1940	1971	1060	85 tons	4,7
125-126	GE	1950	1970	1060	85 tons	4,7

Diesel Locomotives

201	GE	1957	1957	660	65 tons	4
202	GE	1958	1958	660	65 tons	4
203	Alco	1948	1983	1000	115 tons	4,8
204	MLW	1949	1986	1000	115 tons	4,5

Notes:

1. Acquired from Welland Canal Company
2. Retired 1984
3. Acquired from Eastern Michigan Ry. (No.2000), retired 1985
4. Active as of 10/10/88
5. Acquired from Canadian Pacific, S2 switcher 7091
6. Acquired from Merriles Ltd.
7. Acquired from Kennecott Copper
8. Acquired from Canadian Industries Ltd. S2 switcher, originally WM 144

Roster compiled by Bram Bailey

To further define the magnitude of the operation, Inco operates the following: 190 28' ore cars, 90 flux cars (similar to ore cars but bottom dump, used for sand), 26 slag cars, two 200-ton hot metal cars (torpedo cars), 15 flatcars, eight slurry cars, ten MYN cars (specialized covered hoppers), two line cars, a tool car, 20 electric locomotives, four diesel locomotives, three Jordan spreaders and one Russell snowplow.

Inco on the air

Most railroads use just a couple radio frequencies to get the job done. Typically, you'll find one for the dispatcher, a road frequency and a switching frequency. This concept works well on a conventional railroad where two crews on the same switching frequency are typically not close enough to hear each other's conversation. This would not work at Inco because their 90 miles of track is interwoven so closely together that several switching crews on the same frequency might get confused as to who is talking to whom. Making the wrong move could be disastrous, so Inco uses a separate frequency for each crew. The radio system consists of 24 channels. Channels 1, 2 and 3 are used for dispatch and are installed on all radios. The fourth channel is different for each crew. *(continued on page 54)*

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RS15 - Summer 1988 - Bournmouth open day - Shrewsbury to Aberystwyth cab ride - Manors in Wales-Festiniog 125 - D200 farewell - Ireland railtor - Maiden Newton signal box - Tanfield industrial railway - News: main line steam, Woking 150, T9s, 50s, 20s, 59, 31, 45, 90. 2 hours. VHS ONLY, $59 95
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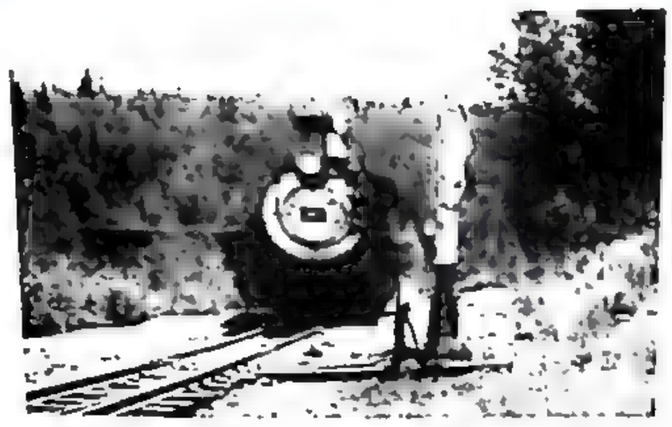

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Although requests for railfan access to the shop or general facility are normally turned down, there is no problem photographing what you can see from outside—and there's plenty to see. Unlike the typical steel mill where cameras are strictly forbidden, at Copper Cliff you will not be hassled for taking pictures as long as you do not trespass on the property. You can shoot through any fence, just don't cross it yourself. They are far more concerned with your safety than your pictures.

If you wish to go into the facility, Science North offers a tour during the months of July and August. For further information write to: Big Nickel Mine, c/o Science North, 100 Ramsey Lake Road, Sudbury, Ontario, Canada, P3E 5S9. Cameras are permitted on the tour. When planning to visit the facility, keep in mind that there is a vacation shut down each summer. The people at Science North should be able to advise you exactly when this is.

I would like to express my sincere thanks to Inco's Sid Forster, Omer Bellmore and Morris Bertrand for helping me understand the complex process that transforms ore into copper and nickel. Without their help, this article would have been impossible to write. ⋐

Camera Bag

BY JIM BOYD

Shooting Movies and/or Video

I have had an opportunity over the last couple of years to shoot some 8mm video as well as some more Super 8mm sound movies. My regular 8mm movie work goes back to 1958, though I have done relatively little of it since the early 1970s. In this column a few years ago I voiced the opinion that video still had a long way to go to be able to replace movie film as the medium of choice for railfans. Great strides have been made in the cost and availability of video equipment, and the price of movie film has gone noticeably upward. The time may be right to look again.

The ultimate in action photography would be 16mm sound film, but the cost of both equipment and film puts this far out of reach of all but the independently wealthy. "Movies" thus come down to Super 8mm sound—if video has done nothing else for the field, it has made live sound an *absolute* necessity. Silent film, no matter what the image quality, is only half there without sound. A modern Super 8mm sound camera with power zoom, automatic exposure and automatic sound level, handles about the same as an 8mm video camera. The movie film will give a better image quality than video and have the ability to be projected onto a screen for a large audi-

Continuing our series of **accurate, carefully researched** and **detailed** pictorial reviews of Canada's railways, we are pleased to announce that **CANADIAN PACIFIC from CALGARY to EDMONTON (Volume One)** by Brian F. McLoughlin and **CANADIAN NATIONAL in the WEST (Volume Four)** by J.A. Love and R.A. Matthews have now been published and can be obtained for $7.00 each (including postage) from the

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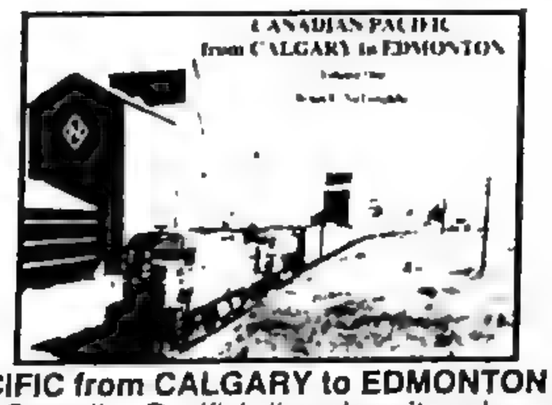

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CANADIAN NATIONAL in the WEST (Volume Four)
Al Love is joined by Ray Matthews in this excellent work on CN's operations west of Ontario. Illustrations include the railway's home grown motor car of 1919, its only Trainmaster, a completely knocked down kit of a 4-6-0 being shipped to Australia, two overviews of Winnipeg Station and a 4-8-4 mirrored in the Little Saskatchewan River.

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enc[illegible]ne film cost can get *very* high very qu[illegible], however.

The biggest advantage that video has is that the cost of tape is almost nothing—you can shoot an hour of 8mm video for about ten bucks, whereas sound-striped Super 8 color movie film with processing would cost about $18.50 for three minutes ($370 for that same hour). With live sound and acceptable image quality, video becomes quite attractive.

Over the past year I did some work with a borrowed 8mm video camera, and the image quality on my home set is almost impossible to tell apart from standard VHS. The experience made me a believer in the 8mm video format. If cost of the equipment is a factor, I would not hesitate to go with 8mm video for everyday railfan use.

The biggest drawback to video is the inability to edit the tape without equipment that will likely cost as much as your house. If you are serious about editing, many studios with proper equipment can be rented by the hour—and when you consider what you are saving in "film" cost, it is probably worth the expense. Even sound movie film can be edited rather easily with minimal equipment after you've mastered a couple of the basic skills.

What you have to realize with either home movies or video equipment is that your end result will not have the polished look of the commercially available railfan videotapes. "Post production" work is generally the secret here, as the professional studios have the capability of computer-controlled editing and special effects that are beyond the reach of most amateur photographers, even in a rented studio.

The pros will also usually have smoother camera technique. A Betacam or big VHS camera will be heavier and more stable than a light hand-held amateur camera—and most amateurs simply don't take the time to set up shots on a really good tripod like the pro will. And I mean a *really* good tripod that probably costs more than your camera!

A professional camera and tripod set-up is quite different from that used by most railfans who will likely set up the camera at eye level and maneuver the camera will the "pan head." This has been the accepted way of shooting movies for decades. A professional video mount, however, will usually have the camera mounted much lower, with the cameraman leaning over the camera with it tucked between his torso and his arm for smooth handling and stability. A fluid head tripod and long pan arm add to the smoothness and control.

Probably the worst offense of the typical railfan videographer is "diarrhea of the trigger finger." Because tape is so cheap, they just shoot lots of it (this is much less of a problem with movie shooters because of the cost and typical three-minute-supply of film). Your audience will have to sit through every agonizing minute of non-action as you run the camera while waiting for something to happen. Since editing is so difficult and expensive, it is critical that the railfan videographer carefully choose his shots and "edit in the camera" as he shoots.

That telephoto lens with a 2X extender is a lethal weapon in the hands of an undisciplined cameraman. Even the pros have a hard time resisting the temptation to make every shot a long, drawn-out zoom back as the train approaches through the heat waves, sweeps by on the wide end of the zoom and then rumbles into the distance as the tele takes over again. One or two of those per show is *plenty*.

Something that the pros know that is often overlooked by amateurs is that tele shots are inherently more "shaky" than wide angle shots. If you do not use a tripod—and there are many situations where a mobile, on-the-shoulder hand-held shot is very effective—keep the lens on the wide angle end of the zoom. Don't try to walk around with zoom in the normal or tele range, and resist the temptation to zoom in close with the tele when riding a moving train, or you will likely end up with the entire world flailing around like the driving rods.

If you pay attention to camera technique and editing-while-you-shoot, you should be able to come up with an entertaining and significant record of your railfanning activities. Study the techniques used by the pros and adopt as many of them as your equipment will permit. Vary your shots, use a tripod whenever possible and remember the attention span of your audience. That's sound advice whether you shoot film or video. ⋐

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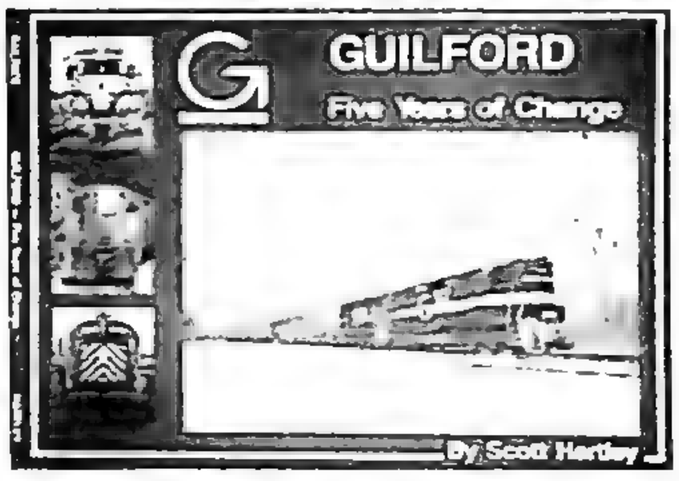

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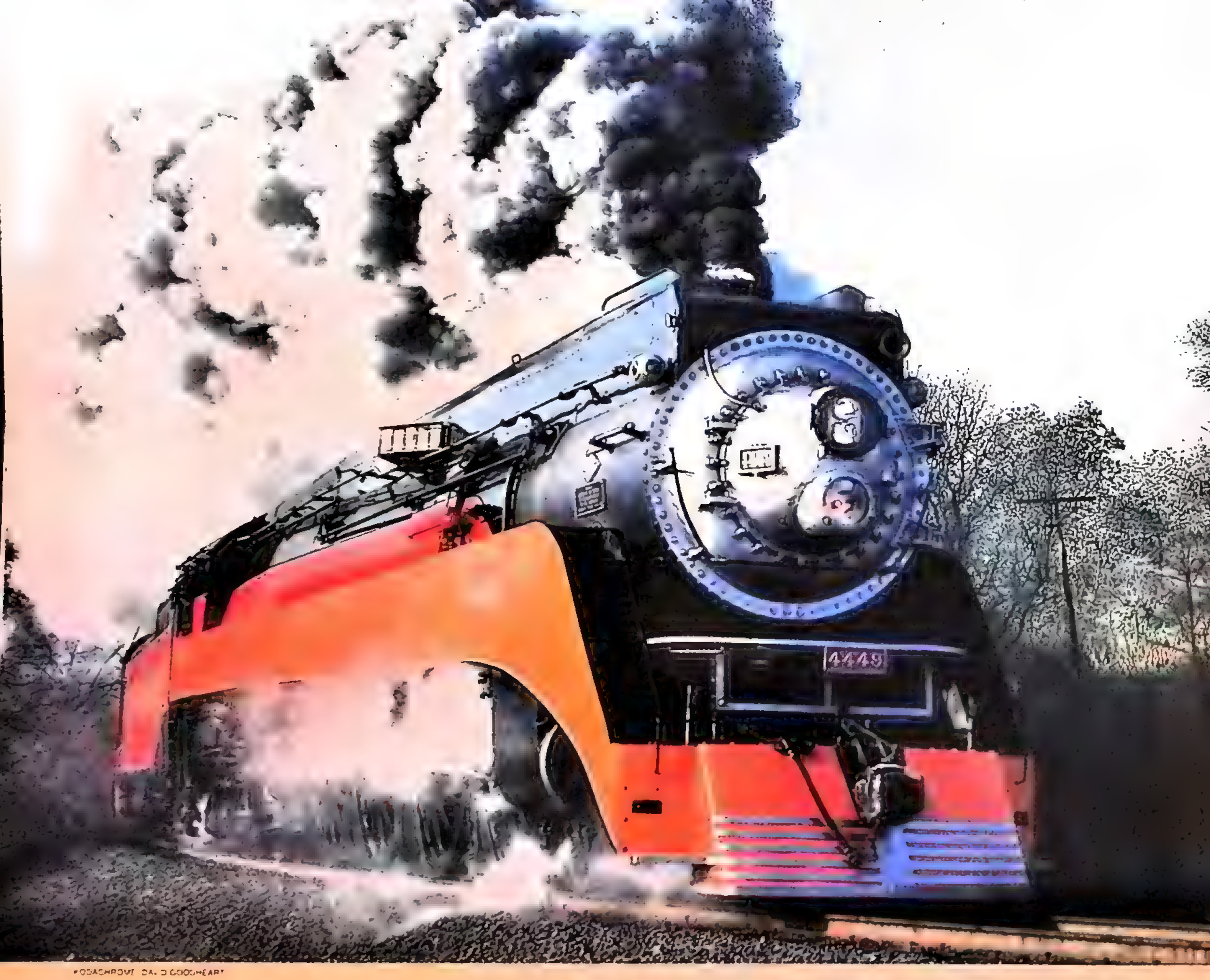

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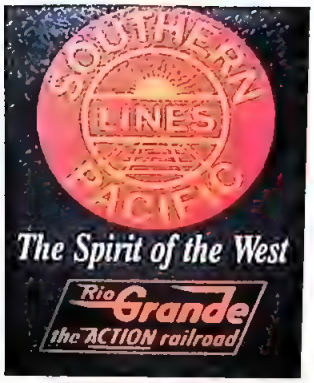
The *Daylight* promotes service

The "new" Southern Pacific under the Rio Grande/Anschutz management discovered it had a powerful public relations tool in Portland's 4-8-4 4449 when the GS4 led a shipper's special from Portland to Medford, Oregon, over the Siskiyou Line on December 14-16, 1988. *The Spirit of the West* train was promoting SP's award-winning Adopt-A-Branch program to develop business by putting local railroaders directly in touch with the customers and being responsive to their service needs. In addition to shippers and SP Oregon Division people, aboard the train for various portions of the run were Philip Ans-



KODACHROME DAVID GOODHEART

chutz, senior SP officials and Oregon's governor. Mr. Anschutz rode the cab from Salem to Albany.

SP marketing people and management were gratified at the enthusiastic response of the lineside communities and the overall positive effect of the steam engine and the special.

Perfect weather produced some awesome images as the 4449 led the two diesels (D&RGW SD50 5514 and SP SD40T-2 6826) and 14 SP and D&RGW cars southward with overnight stops at Eugene, Roseburg and Medford. The cool temperatures produced magnificent plumes of white exhaust, as shown **(right)** with 4449 splitting a classic pair of Siskiyou semaphores at Pass Creek Park on the 15th and south of Dillard **(left)** and in Cow Creek Canyon **(below and bottom left)** on the 16th. The return trip to Portland was made on December 17-18 (see March '89 R&R page 29) with three cars and SP SD9 4329 for dynamic brakes.

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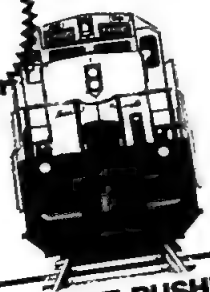
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BY JIM BOYD

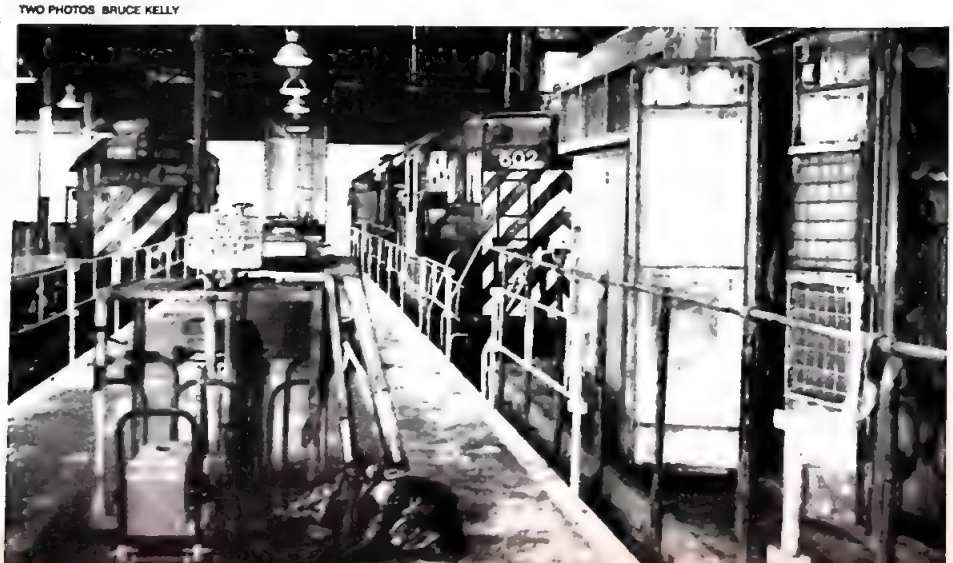
WHILE WE SEE numerous photos of Western units in the East, here are some Midwestern units that went West. All four of MRL's ex-EJ&E SD9s were at the Livingston shops on August 20, 1988. The MRL blue 600 and 601 (above) were outside awaiting repairs, while inside (below) were freshly-painted MRL 602 and sister unit 603, still in its EJ&E orange, in the final stages of being overhauled.

Eastbound . . . For Good

Because I was back home with my parents in Coeur d'Alene, Idaho, for Christmas at the time, there was no stopping Boyd from poking fun at my "Datsun of Doom" in his writing of the Next Month blurb on page 62 of the March 1989 issue. I get no respect, I tell ya, when it comes to my 1976 Datsun 610. With more than 160,000 miles on its odometer then, it fared quite well in the seven-and-a-half-day cross-country trip that made this month's feature "Eastbound" possible. The trip itself gave me a great sense of what this country is all about. I still cringe when some fool says, "Idaho, isn't that the place in the Midwest where they grow potatoes?" So, it's only fair that I tell our West Coast readers (and a number of my Western friends in particular) that New Jersey is a state, *not* a city, and that here in Newton we're surrounded by more trees and farmland than your average Californian sees in a lifetime. Our frequent trips to railroads in faraway places, coupled with the security of a good job in the field I enjoy, allow me to live here quite content now. When my longing for the desert becomes too unbearable, Utah, California and eastern Washington are only a six-hour flight away. But when I'm of age to retire, I'll be back to Montana (the state of my birth) so fast it'll make your antlers curl!

Back to the trip. It's only inevitable that while photographing trains across ten states I would wander into a variety of interesting railroad operations, but in some cases, I didn't fully realize what I had recorded on film until five months later while researching the data for my story. For example, that lead unit, number 302, on the DM&IR train I had photographed on Proctor Hill in Duluth (page 37) was a mystery even to diesel expert Boyd. It was obviously an SD9 or SD18 of some sort, but most roster books and even

TWO PHOTOS BRUCE KELLY



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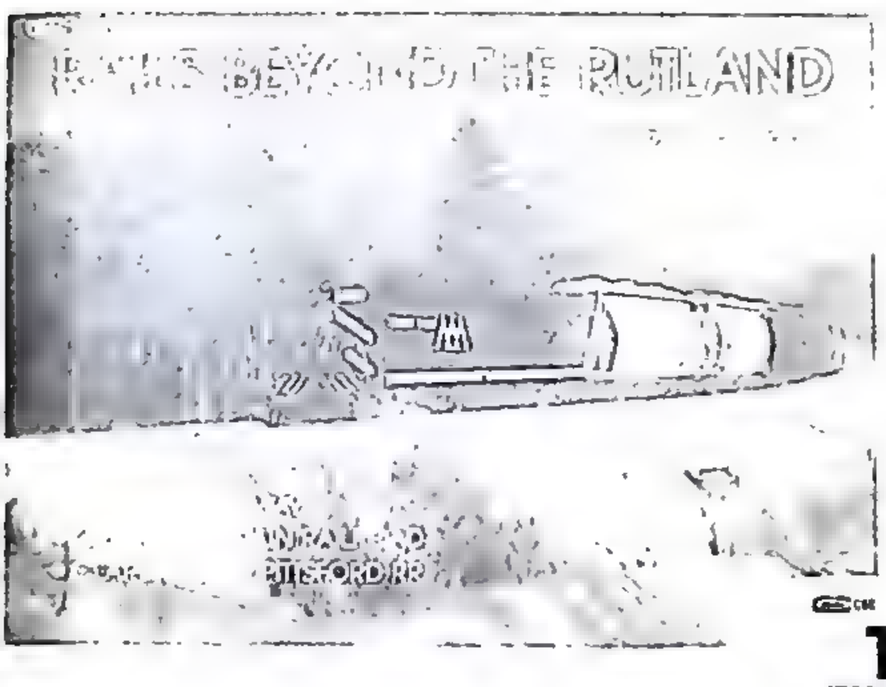

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The Vermont Railway, Green Mountain Railroad and Clarendon & Pittsford keep alive the tradition of the Rutland and the Delaware & Hudson in the Green Mountain state. They've been captured on film in this new book by Phil Jordan and Edwill Brown that brings alive the sound of railroading in Vermont's green mountains. Loaded with pix and a brief remembrance of the old steam powered Rutland. At your dealer or direct from the publisher. $12.95

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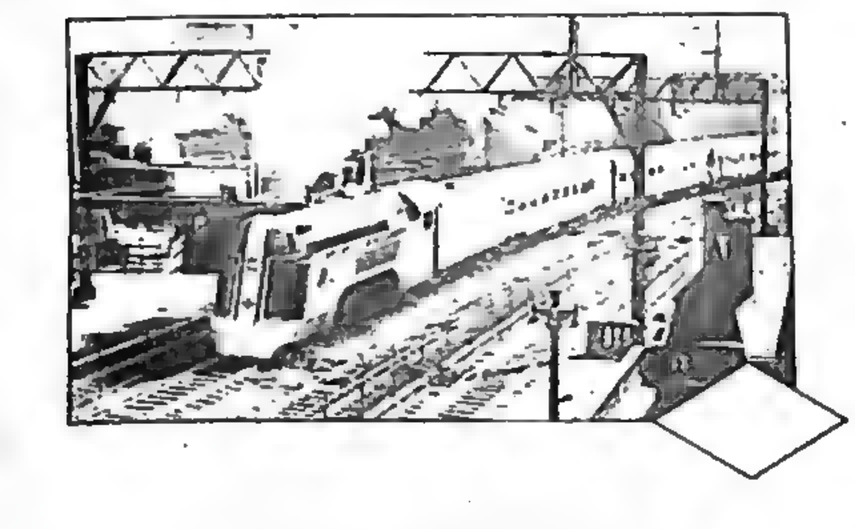

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the last two volumes of *Extra 2200 South* didn't list any 300-series motive power on the DM&IR. Fred Simon of Railway Motive Power Services in Spokane, Washington, provided the phone number of DM&IR's engine shops in Proctor, Minnesota, and when I talked to their chief mechanical officer there, the pieces began to fall into place. He said that the Proctor shops had remanufactured a pair of 150-series SD9s in 1979 and 1980, which then became the 301 and 302. Their short hoods were chopped down, and ballast blocks used for increasing adhesion (needed for DM&IR's combination of heavy ore trains and steep grades) were repositioned to new cavities in the nose and rear end of both units. The underframe air reservoirs were also repositioned, leaving space between the trucks for the Proctor mechanics to hang split tanks for slightly greater fuel capacity. The hottest news out of this conversation, though, was that six more SD9s have been similarly converted during 1988, now numbered 303-308. On these six, some crafty welding work created larger, single-cell fuel tanks. (After all this was done, an archaeological dig on Boyd's desk revealed the latest Kalmbach roster book which *did* show the 301-302.)

Speaking of SD9s, all four of MRL's 600-series ex-Elgin, Joliet & Eastern high-hoods were at the Livingston, Montana, shops on August 20, 1988, the day after I photographed SD9 600 failing on the road with symbol ML (page 32). The 601 was sitting outside with the 600, and inside the shop were the 602 and, still in its orange EJ&E paint awaiting final work, the 603.

Just like Mullan Pass, MRL's Bozeman Hill between Livingston and Bozeman is helper territory, with grades of up to 1.9% on both slopes. And Bozeman Hill's summit is also reached inside a long tunnel: 3015-foot Bozeman Tunnel, elevation 5560-feet, piercing the ridge of the Belt Range. That just goes to show that in some places, the "flatlands" of Montana are even higher than the Rocky Mountain passes of Marias and Mullan.

My coverage of Chicago's commuter E-units would have turned out rather bland, perhaps not at all, if it weren't for the hospitality of *Passenger Train Journal* Editor Mike Schafer and his PTJ/Interurban Press Welcome Wagon. Mike and I had planned on

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WALDO'S ANNUAL RAILROAD DAY - The city of Waldo's annual event "Railroad Day" will be held Saturday, April 22, 1989 from 8 A.M. to 5 P.M. at the city park, downtown Waldo, state road 24, featuring antique and craft dealers from throughout the state, amusements, food, entertainment, railroad historian and hobbyists will all contribute to your enjoyment of this special day, Saturday, April 22, 1989 downtown Waldo, Florida. For further information write Post Office Drawer B, Waldo, Florida 32694 or call 904-468-1001. Registration fee of $15.00 in advance will be needed for 10 X 12 set up space which includes a parking space for one vehicle. All checks payable to the city of Waldo. 589

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BOOKS & PUBLICATIONS

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BACK ISSUES - Railroad magazines, Trains, MR, RMC, others. SSAE for list. Alker, 1054 Mayflower Ct., Martinsville, NJ 08836. TF

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getting together late on August 22, the fourth day of my trip, for a slide show and pizza-fest with *Trains* Editor Dave Ingles and others, but the heavy rainstorms and late afternoon run of the DM&IR train in Duluth threw my schedule out the window. After spending the night in Eau Claire, Wisconsin, it was another grueling crack 'o dawn drive to reach Schafer's office in Waukesha with DM&IR ballast blocks hanging on each eyelid. Schafer, PTJ Art Producer Mark Danneman and I lunched with *Prototype Modeler* Editor Don Gulbrandsen, then highballed southward for Highlands, Illinois, in my Datsun to catch the evening westbound rush hour. E-units flying by just as quick as you can advance your film were quite a change from Amtrak's *San Diegans*, but I still prefer Miramar Hill and San Clemente to Naperville Curve and Aurora.

Finally, our friends at *Trains* will take special delight in knowing that my last train of the entire trip, the Conrail job shown on page 43, was photographed at precisely 10:27 a.m.—B.K.

Hastings railroadiana auction

The late Phil Hastings, in addition to being a renowned photographer, was an ardent collector of railroad artifacts and books. To ensure that this material gets into appreciative hands, the Hastings family and Phil's longtime friend LaVerne Andreessen have organized a "Mail Auction." This auction *will not* include Phil's photos, slides or negatives, as plans are being made to preserve that collection intact.

Andreessen, an experienced auctioneer, has organized Phil's railroadiana collection into a number of distinct groups. The first to be auctioned will be books, which are listed in a

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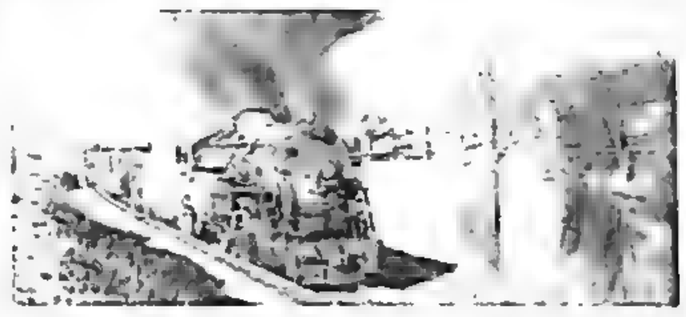

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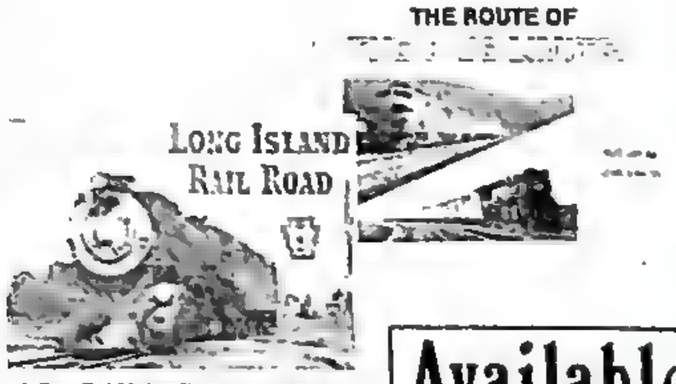

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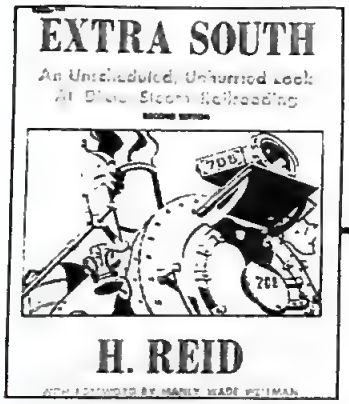

EXTRA SOUTH is on the road again, having made a few pick-ups along the way to fill out tonnage. Originally published in 1964, H. Reid's classic "Unscheduled, Unhurried Look At Dixie Steam Railroading" has returned in an expanded Second Edition softcover. All of Reid's original material is included, and he and editor John Krause have added over 45 new photos and expanded text. Come on board EXTRA SOUTH as master story-teller H. Reid remembers the narrow gauge Tweetsie, Norfolk Southern 2-8-4s, the Sumter & Choctaw, the "Wreck of Old 97," N&W 4-8-0s on "The Huckleberry," and much more.
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BRUCE KELLY

MONTANA'S MULLAN PASS can confuse railfans with its intermixed BN and MRL operations. Just outside Helena, BN Extra 7008 West, a 107-car grain train, departs Tobin after meeting BN train 120, both being forwarded between Spokane, Washington, and Huntley, Montana, by MRL crews. Two MRL helper sets—three units coupled 35 cars back and four units coupled 35 cars from the rear end—match the road power's black plumes of exhaust as they begin the 2.2% climb to Blossburg.

22-page catalog that is available for $2.00 from LaVerne W. Andreessen, Auctioneer, 1415 Meadowbrook Lane, Waverly, IA 50677-1111. The closing date for the auction bids is May 8, 1989 (no reserve bids, all items will be sold). The books in the first list include histories, steam, diesel, New England, East, Midwest, West Coast, *Poor's Manuals*, *Official Guides*, diesel operating manuals, fiction, steam and brake technicals and modeling topics. Subsequent bid lists will include "paper" railroadiana like employees and public timetables, passes, postcards, stock certificates and magazines. Sometime later will come hardware such as switch locks and keys, hand and switch lamps, telegraph equipment, signs and the like.

Andreessen will be carefully cataloging and accounting for the items, and he expects the entire project to take two to three years. To participate in the first mail auction, you simply need to buy the catalog.

Southern Pacific liveries

We were very impressed when a contributor sent us a color photocopy last November of a proposed new Southern Pacific paint scheme that had been posted at the Original Whistle Stop hobby shop in Sacramento. About this time Mike Del Vecchio was in Los Angeles visiting David Lustig, Jack Neville and Joe Strapac. The story that began revealing itself was that a number of railfans had been offering suggestions for a new Anschutz/Rio Grande/SP livery, and they were being respectfully received within the company. One actual locomotive had been in and out of the Sacramento shop with various paint schemes "mocked" onto it with tape, but none had been painted in anything approaching a final version.

We telephoned the Sacramento hobby shop, and they confirmed that they were, indeed, painting and displaying models in proposed SP liveries. In verbally describing the one we had on hand, the hobby shop indicated that it was one that had "come from the SP." A phone call to the SP public relations department in San Francisco confirmed that they were, indeed, investigating a possible new livery and that there had been a number of ideas submitted by railfans. We described what we had, and the railroad said that there would be no problem with publishing it as long as we noted that the schemes were merely speculative and that no decision of any kind had been made. With that, we went to press with the February story.

It turns out that what we printed was accurate with two exceptions. The charcoal and Aspen Yellow version had "come from" the SP, but it had not been developed by SP and had not been submitted to the hobby shop in any official capacity. Rather than "for the

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SP," the models had been painted on speculation and were not, as implied but not directly stated, painted at the *request* of SP. We were aware, however, that Philip Anschutz had purchased one of the HO scale models in early November.

What we didn't realize in our initial phone conversation with the hobby shop was that it wasn't the charcoal and yellow but a completely different scheme that was on the model bought by Mr. Anschutz. The scheme on that model was the "Rio Grande-ized" SP Black Widow developed by resident artist Kevin Bunker and shown on page 66 of this issue.

After the color renderings were published on page 3 of our February '89 issue, we learned that the charcoal and yellow version had been proposed last fall by *CTC Board* Publisher Dale Sanders through his Mountain Diesel Corporation as part of a package of data developed and presented to Anschutz management in Denver. A model of that unit is presently on display at Whistle Stop Hobbies (the store recently changed its name) in Sacramento.

In a letter to Kevin Bunker, Mr. Anschutz pointed out after seeing the February R&R that the railroad does not "buy paint designs from outside parties" and that he purchased the model because he "personally found it interesting."

Summing all this up, we know that SP has been investigating a new image and that it was receiving livery suggestions from railfans and that they were being circulated within the company. Whether they were regarded as novelties or as serious proposals is something we'll likely never know.

What is evident, however, based upon the

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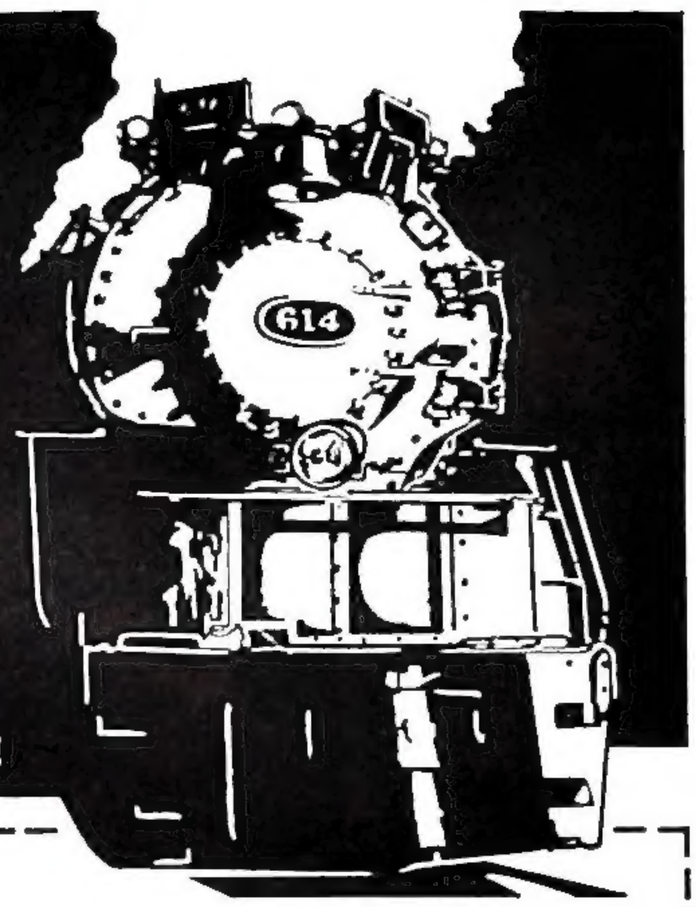

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KODACHROME DOUG KOONTZ

GOVERNOR JIM MARTIN'S campaign train is eastbound out of Asheville, North Carolina, on October 24, 1988, at Mill Creek in the Southern Railway "Loops" near Old Fort with NS GP38 2798 and three private cars. Read about the three-day "whistle stop" campaign in the article beginning on page 44.

EKTACHROME GEORGE R. COCKLE

UNION PACIFIC'S first wide-nose SD60M, 6085, was at Council Bluffs, Iowa, on January 17, 1989. It is the first unit for a major U.S. road with the new "North American" safety cab from GMDD in London, Ontario. The second UP unit was to go to EMD at La Grange for testing. The SD60M ("M" for modernized) delivery will total 131 units (6085-6215) during 1989.

paint scheme matter and the two successful steam operations with the Cotton Belt 819 to Tyler and the SP 4449 Adopt-A-Branch run on the Siskiyou Line (page 58), is that the Anschutz/Rio Grande management is out to put some spirit into the previously downtrodden SP. With an emphasis on marketing, customer service and a dynamic public image, it is going to be an impressive show to watch.

Oh, yes. If SP doesn't use Dale Sanders' charcoal and yellow design, he says that it is likely to show up on future Mountain Diesel Corporation units.

ARTWORK KEVIN BUNKER

THE PROPOSED new Southern Pacific livery created by Whistle Stop Hobbies of Sacramento and painted on a model was this one rendered by artist Kevin Bunker. The black and gold version shown on page 3 of our February '89 issue was one developed by Dale Sanders' Mountain Diesel organization and sent to Whistle Stop by someone at SP. See MARKERS for a full explanation. The SP has not yet decided on any new paint scheme.

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